The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE:

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 226.—Vol. IX.] LONDON: SATURDAY, DECEMBER 21, 1839. [Price 6d.

PUBLIC COMPANIES.

MEETINGS.

BAHIA STEAM NAVIGATION COMPANY.—Notice is hereby given, that a HALF-YEARLY GENERAL MEETING of proprietors of the Bahia Steam Navigation Company will be held at the George and Vulture Tavern, George-yard, Lombard-street, in the city of London, on Monday, the 30th current, at Twelve for One o'clock precisely, to receive the report of the directors, in which the attention of the proprietors will be called to matters demanding their most serious consideration. By order of the Board of Directors,
Lombard-street-chambers, Dec. 16. G. H. HEPPEL, Sec. ad interim.

CALLS.

EASTERN COUNTIES RAILWAY COMPANY.—NINTH CALL of THREE POUNDS per share, making £21 per share.—Notice is hereby given, that the directors have this day made a CALL of THREE POUNDS per share on each share in the capital stock of the said company, payable on or before the 10th day of January next to any of the undermentioned bankers of the company:—

London and Westminster Bank, Lothbury, or any of its branches.
Bank of Liverpool.
Liverpool Borough Bank.
Manchester and Liverpool District Bank, Manchester.
National Provincial Bank, Bath.
National Provincial Bank, Birmingham.
National Provincial Bank, Boston.
West of England and South Wales District Bank, Bristol.
East of England Bank, Great Yarmouth.
Cheltenham and Gloucester Bank, Cheltenham.
Wilts and Dorset Banking Company, Salisbury.
Western Bank of Scotland, Edinburgh.
Western Bank of Scotland, Glasgow.
Royal Bank of Ireland Dublin.
Messrs. Harveys and Hudsons, Norwich.
Messrs. Bacon, Cobbold, and Co., } Ipswich.
Messrs. Alexander and Co.,
Messrs. Mills, Bawtree, and Co., Colchester.
Messrs. Sparrow and Co., Chelmsford.
Messrs. Lemon and Co., Brentwood.

By order of the board, A. BULKELEY, Sec.
Offices, 4, Adelaide-place, London-bridge, Dec. 16.

CORNUBIAN LEAD AND SILVER MINE, in the parish of Perranzabuloe, county of Cornwall.—The directors hereby give notice, in pursuance of a resolution unanimously passed at the Half-Yearly General Meeting of the shareholders in the above Mine, held this day at the London Inn, Devonport, that unless the Fourth Instalment of Ten Shillings per share, made in June, 1838, be fully paid up within thirty days from this date (at

The London and Westminster Bank, London;
The Western District Bank, Truro;
The Western District Bank, Devonport or Plymouth),

the MINE and MATERIALS will immediately be SOLD to pay the present liabilities.
By order of the board of directors,
Devonport, Dec. 9. (Signed) ROBERT LAWS, Secretary.

MOUNT'S BAY MINING COMPANY.—In pursuance of a resolution entered into by the shareholders assembled this day, the managing committee hereby give notice, that a CALL of FIVE SHILLINGS per share has been made payable on or before the 8th day of January, 1840, and require all parties holding shares in the said company to pay, within twenty-one days from this date, into the British Australasian Bank, Moorgate-street.
London, December 18.

RIO DOCE COMPANY.—Notice is hereby given, that (in accordance with a resolution of a General Meeting of the shareholders, held this day, by advertisement, at the George and Vulture, Tavern), a CALL of THIRTY SHILLINGS per share is hereby made, payable on or before the 16th of January next, at Messrs. Barnett, Hoare, and Co.'s, bankers of the company, whose receipt for the same will be exchanged at the Rio Doce office for new scrip certificates.
By order of the directors.
19, Bishopsgate-street-within, Dec. 16. R. MESSER, Sec.

N.B. The £5 scrip certificates must be returned when exchanging the bankers' receipt for the new certificates, which will include the whole amount paid per share.

DIVIDENDS.

HOLMBUSH MINE.—The directors hereby give notice, that a DIVIDEND of ONE POUND per share will be paid at the office of the company on Thursday, the 26th instant, and on the following Thursdays, between the hours of Twelve and Three o'clock.—The scrip certificates must be left on the preceding Tuesdays.
New Broad-street, December 4.

UNITED MEXICAN MINING ASSOCIATION.—Notice is hereby given, that a THIRD PAYMENT of 25 per cent., in respect of the auxiliary capital of £60,000., raised under the resolutions of the General Meetings of proprietors held on the 23d of February, and the 19th of May, 1839, will be made at the office of the association, on and after Thursday, the 12th December instant.
By order of a court of directors,
34, Old Broad-street, London, Dec. 5. JOHN MATHER, Sec.
The scrip issued by the association for the above loan must be left at the office two clear days before payment is made.

CONSOLIDATED COPPER MINES OF COBRE ASSOCIATION.—At a Special General Meeting of the proprietors of this company, held at the office of the company, No. 26, Austin-friars, this 20th day of December, 1839, to elect a director in the room of Charles P. Grenfell, Esq., resigned, Russell Sillice, Esq., was unanimously elected in his room; and at another Special General Meeting, held immediately after the preceding, to elect a director in the room of George M. Glascott, Esq., resigned, George Whitmore, Esq., was unanimously elected in his room.

Thanks were then voted to the chairman (Geo. Probyn, Esq.), for his able conduct in the chair, and the meeting adjourned.

MARKE VALLEY CONSOLIDATED MINES, Linkinborne, Cornwall.—Persons holding shares in these mines are requested to communicate, within a fortnight from the date hereof, with the undersigned, in order that arrangements may be made to exchange those shares for shares in the new company. And persons having any other claim on the said mines, incurred previously to the 23d day of September last, are also requested to send the particulars thereof to the undersigned, within the abovenamed period, in order that the same may be examined, and, if correct, discharged.
Salisbury, Dec. 16. HENRY COOPER, Solicitor to the new company.

CHESTER AND CREWE RAILWAY.—TENDERS FOR LOANS.—The directors of this railway are prepared, under the powers in their Act of Parliament, to take up Loans of Money on Mortgage of the Tolls arising therefrom, in sums of not less than £500, and to remain for three or five years, as may be agreed upon, for which interest at the rate of £5 per cent. will be paid half-yearly. Tenders, stating the amount, to be addressed to Mr. R. L. Jones, the Treasurer, at the company's office, Post-office-place, Chester.
J. UNIACKE, Chairman.

TO COAL-OWNERS, MINERS, RAILWAY CONTRACTORS, EXCAVATORS, &c.—HALL'S PATENT HYDRAULIC BELT, or WATER ELEVATOR.—By this simple, efficient, and economical invention, which has many advantages over pumps of every description, water is raised and discharged in a uniform and continuous stream, at any required elevation. The work produced, in proportion to the power applied, is much greater than in the case of the ordinary pump of the best construction. The apparatus is now at work on the premises of Messrs. Eveleigh and Neave, Greengate, Salford, where it may be inspected any day, from nine to ten o'clock in the morning, and from three to four in the afternoon; also at Mr. Edward Hall's, Sunny Bank, Ordsall-lane, Salford; and at the Tunnel, on the Manchester and Sheffield Railway, at Salterbrook. A working model can be seen at the King's Arms, King-street, Manchester, where Mr. Hall will give every requisite information.

THE THAMES TUNNEL IS OPEN TO THE PUBLIC every day (except Sunday), from Nine in the morning until dark. Admittance One shilling each. Entrance near the Church at Rotherhithe, on the Surrey side of the River. The Tunnel is now upwards of 1000 feet in length, brilliantly lighted with Gas, and is completed to within 140 feet from the Wharf-wall, Wapping.
By order, J. CHARLIER, Clerk to the Company.
Thames Tunnel Office, Walbrook-buildings, Walbrook, Dec.

N. B. Conveyances to the Thames Tunnel, by Omnibus, from Piccadilly, Charing-cross, Fleet-street, and Gracechurch-street; also by Steam-boats, at Chelsea, Vauxhall, Westminster, Hungerford, Queenhithe, Dyer's-hall-wharf and London-bridge.—Books with plates descriptive of the works are sold at the tunnel, price one shilling.

FORFEITED SHARES.—EASTERN COAST OF CENTRAL AMERICA COMMERCIAL AND AGRICULTURAL COMPANY.

SHUTTLEWORTH and SONS are instructed to include in the Periodical Sale of Reversionary Interests, &c., appointed to take place at the Mart, on Friday, January 10, at Twelve, in lots, EIGHTY DEBENTURES or SHARES, forfeited by reason of the non-payment of the call of £1 10s. upon each debenture, made by the directors on the 2d of June last, and which will be sold agreeably to the terms of the said debentures, and in pursuance of the powers given to the directors for that purpose.

Particulars may be obtained in due time at the company's office, 60, Moorgate-street; at the Mart; and of Messrs. Shuttleworth and Sons, 28, Poultry.

SALE OF MINING MATERIALS BY AUCTION.

TO BE SOLD BY AUCTION, at ST. AUSTELL HILLS MINE, adjoining the Bodmin New Road, a quantity of valuable Mine MATERIALS, consisting of

A 41-Head Stamps, with Cast-iron Axle, &c., complete.
A 2-Horse Whim, with Tackle, complete.
2 Horse-Whim Ropes.
6 Horse-Whim Kibbles.
6 Whim Shieves.
100 Fathoms Railroad Iron, with Saddles, &c.
1 12-inch Working Barrel.
2 12-inch Windbores.
1 40-inch Smith's Bellows.
2 Smith's Anvils, and 1 Vice.
Screw Stocks and Tackle, complete.
Several Kieves, Buddles, Racks, &c.
A Quantity of Tinners and Smiths' Tools.
About 5 Tons of Old Iron.
Also, a Quantity of useful Mine Timber, well worthy the attention of Clay Merchants and others.

The sale will take place on CHRISTMAS EVE, and commence precisely at Twelve o'clock. THOMAS DREW, Auctioneer.
December 16, 1839.

VALUABLE ESTATES, COAL MINES, AND COLLIERIES.

TO BE SOLD BY AUCTION, at the ROE BUCK INN, in Newcastle-under-Lyme, on Thursday, the 13th day of February next, at Twelve at noon, all those FREEHOLD ESTATES, situate at and near Talk-on-the Hill, in the county of Stafford, called the WOODSHUTTS and HOLLINS ESTATE, and the HARDING'S WOOD ESTATE, in the parishes of Audley and Wolstanton, containing in the whole about 213 acres, together with the extensive

MINES OF COAL AND IRONSTONE,

and all other Mines and Minerals under the same, and also under other estates and waste lands thereto adjoining.

On the Woodshutts and Hollins Estate a most profitable colliery is now open and at work, with markets both by land and by the canal, for any quantity of coals that can be raised; and further works might immediately be opened, with great and certain advantage, on several mines of most superior house-fire coal (usually known by the name of Nabs or Banbury coals) not yet touched.

These properties, which are divided into sundry eligible farms, with commodious farm houses and buildings, comprise, besides a capital MESSUAGE or MANSION-HOUSE, called WHITE-HALL, with spacious offices and out-buildings, &c., a large and valuable Water Corn Mill, a considerable number of Cottages for workmen, large and convenient Wharfs on the banks of the Grand Trunk Canal, with railroads, powerful water-engines, and all other machinery and implements for getting and raising Coals; weighing machines and offices, carpenters' and blacksmiths' shops, boat docks and canal boats, and every thing appertaining to an extensive Colliery, in the most complete order.

The present get of the Woodshutts and Hollins Collieries may be taken at 600 tons a week, which might be easily increased to double or treble that quantity; and in addition to the advantages which the landed property and mines already possess, in being situate at the junction of the Macclesfield Canal with the Grand Trunk, and intersected nearly a mile by the one, and half a mile by the other, the intended railway from Manchester to Birmingham passing through the Collieries, and the contemplated extension of the Chester and Crewe Railway to Harecastle, present not only the further prospect of a greatly extended sale of coals in the most flourishing districts of Lancashire and Cheshire, but also the opportunity of establishing on the said property, docks, warehouses, or works of any description.

These estates are situate about five miles from Newcastle-under-Lyme, three from the Staffordshire Potteries, ten from the principal Cheshire Salt Works, and six from Congleton; and both the great roads from London to Manchester and Liverpool, through Newcastle-under-Lyme, and through the Staffordshire Potteries, pass through the estates; and the former diverges at a point extremely favourable for the erection of a good inn. In every point of view, therefore, a great and rapid improvement may be reasonably expected in the whole of this property.

For further particulars apply to G. A. M'Dermott, Esq., Chesterton; or to Messrs. T. and J. W. Ward, Solicitors, Newcastle-under-Lyme.

TO CIVIL ENGINEERS.—WANTED immediately, a SUPERINTENDENT, to conduct EMBANKING operations for the recovery of lands from the sea, on the estate of the Earl of Galloway, in the county of Wigtown. A handsome salary will be given to a well-qualified person; and the employment may be expected to continue for a number of years. Applications, mentioning terms, accompanied by testimonials or references, to be sent immediately (free of expense) to the Hon. M. Stewart, 37, Grosvenor-square, London.

TO PARENTS AND GUARDIANS.—A YOUNG GENTLEMAN of a decidedly mechanical turn of mind, has an opportunity of being employed in PRACTICALLY making STEAM-ENGINES, and MACHINERY of various kinds, in a manufactory of the first respectability.—For particulars, all letters (post paid) addressed to "J. C. M.," at the Editor's Office of this Journal, will be duly attended to.

COMMERCIAL BANK OF LONDON.—Notice is hereby given, that the above Bank will be OPENED for BUSINESS on Thursday, the 16th January next. The terms on which accounts will be received, and business conducted, with other details, will be advertised in a few days.
By order of the board of directors,
3, Moorgate-street, Dec. 16. H. SPARKS, Manager.

THE BRITISH AND AUSTRALASIAN BANK,
55, MOORGATE-STREET, LONDON.
Capital—ONE MILLION sterling.

The directors of this company do hereby give notice, that they transact banking business of every kind, upon the principle of the Scotch banks, in London, and in the Australasian Colonies and New Zealand.

Current accounts kept with individuals or bodies of persons, and interest at the rate of ¼ per cent. allowed on the average monthly balances of such accounts.

Deposits of money received of any amount, and for any time or term; upon deposits to be withdrawn at a short notice, interest at the rate of 2 per cent. per annum is allowed; upon sums deposited for terms a higher rate of interest is paid—viz.:—4 per cent. for cash to be withdrawn after Three Months' notice.

4½ " " " " " Six " "
5 " " " " " Twelve " "

And bonds, bearing interest at the rate of 6 per cent. per annum, are granted for sums deposited for five years or upwards.

The accounts and agencies of joint-stock and other country and foreign banks, and of individuals or bodies of persons, residing in the country or abroad, undertaken.

Advances of money granted upon the security of landed property in any of the colonies and settlements of Australasia, upon stocks and shares, upon consignments of merchandise to or from the colonies, upon the shares of the bank, and generally upon any other securities that may be approved of.

Exchange business of every kind transacted.

Bills and letters of credit granted, as may be required, on the Branch Banks of the Company in the Australasian colonies and New Zealand, at par. Bills, notes, drafts, &c., upon parties residing in either of the said colonies, cashed or remitted for collection.

Sums of money invested by the bank upon the security of landed property in any of the Australasian colonies for account of parties resident in the United Kingdom, or elsewhere.

Any person having business to transact in relation to the Australasian colonies, may obtain information and advice regarding the same from the Managing Director, who has resided in Australia, and every application respecting business meets with immediate attention.

The remaining shares will be issued at a premium, until further notice, of £1 10s. per share; applications for the same, or regarding business, may be made personally, or by letter (post paid), to

(By order) FREDERICK BOUCHER, Managing Director.
55, Moorgate-street, Dec. 1.

BY THE QUEEN'S PATENT.

To Engineers, Railway Directors, Steam-Boat Proprietors, Manufacturers, and others requiring Steam Power.

MESSRS. BUNNETT and CORPE respectfully solicit attention to their new PATENT CONCENTRIC STEAM-ENGINE, which, by its novel formation and arrangements, combines compactness of form, increase of power, speed, and economy in working, to an extent hitherto unattainable. Descriptive plans and particulars, also cards to view the Engine in operation at their ENGINE and PATENT REVOLVING IRON SHUTTER WORKS, Deptford, may be obtained at their office, No. 26, Lombard-street, London.

Where also may be seen, specimens of Fairbank's Patent Platform WEIGHING MACHINES and WEIGH-BRIDGES, for which they are appointed sole agents for London and its vicinity.

ON SALE.—SCOTCH AND WELCH PIG IRON.
ANTHRACITOUS PIG IRON.
RAILS AND RAILWAY IRON OF EVERY DESCRIPTION.
SHROPSHIRE AND STAFFORDSHIRE
BEST BOILER PLATES, ANGLE AND RIVET IRON, BAR, BOLT, CABLE, SHEET, HOOP AND ROD IRON, LATHES, PLANING AND SCREWING MACHINES, DRILLS, AND ENGINEERS' TOOLS OF EVERY DESCRIPTION.
STEEL FILES, CIRCULAR AND OTHER SAWS, AND SHEFFIELD GOODS IN GENERAL.
ANVILS, VICES, BELLOWS, &c.
HURDLES AND WROUGHT-IRON PALLISADING.
BEST BLASTING POWDER AND PATENT SAFETY FUSE.
Apply to JOSEPH JOHNSON,
CANNING CHAMBERS (north side the Custom-house), LIVERPOOL.
Dec. 14, 1839.

VALE OF NEATH AND SOUTH WALES BREWERY COMPANY.

BOARD OF DIRECTORS.

William Brunton, Esq. | John White Little, Esq.
William Henry Burkinsd, Esq. | Joseph Rusher, Esq.
Joseph Stancomb, Esq.
(With power to add to their number.)

LONDON BANKERS—Messrs. Drewett and Fowler, Princes-street.

Capital £100,000, in 5000 shares of £20 each, to be extended, when expedient, to £125,000, by the issue of additional shares at a premium.

The principal inducements to this undertaking, are—

The rapidly increasing trade and population of South Wales;
The importance, in a manufacturing district, of a wholesome, unadulterated beverage, at a moderate cost;
The non-existence of any extensive brewery in South Wales, except that which forms the basis of this project; and
The profitable investment of capital.

There is probably no trade in which the benefits of a large capital, in comparison with a small one, are more decided and obvious than in a public brewery. Extensive and well-arranged premises, combined with mechanical power to assist in extracting the whole of the saccharine matter from the malt, and to counteract the difficulty of brewing in the summer season—the command of the best qualities of malt and hops, and the means of making large purchases when prices are low—the storing of ale and porter a sufficient length of time to bring them to maturity—these are sources of profit, and results of capital, which the small brewer can possess in but a very imperfect degree; and which remove all temptation to meet high prices, or supply the want of skill by the use of pernicious or illegal ingredients.

That there is ample scope for a public brewery on a very large scale in South Wales, is sufficiently proved by the fact, that the proprietors of the Vale of Neath Brewery have, in less than two years, opened a trade of about 20,000 barrels per annum; which is greatly inadequate to the wants of the population, and the extension of which would be productive of increasing emolument. These considerations have induced them to merge their private concern in a Joint-Stock undertaking, with the view of increasing the sale to 1000 barrels per week.

It is intended to raise a capital of £100,000, in 5000 shares of £20 each; nearly two-thirds of this capital is already subscribed for by the directors and their friends. The capital to be extended, when deemed expedient, by the issue of 1250 new shares at a premium, in the benefit of which the old and new shareholders will jointly participate. Five pounds per share to be paid on allotment, and the remaining £15 per share, by three equal instalments, at intervals of not less than three months.

The directors will pay in full upon their shares, at the time of allotment, taking their proportion only of profit, ratably with the other shareholders, and receiving five per cent. per annum upon the anticipated payments. Any other shareholder will be at liberty to make a similar arrangement.

The existing trade at the Vale of Neath Brewery justifies the estimate of a return of from ten to twenty per cent. upon the capital of the company, according to the extent of business, and allowing for fluctuations in prices.

The brewery is an unencumbered freehold property, commanding an almost unlimited trade, on account of its central situation, and the facilities of communication by land and water. The plan and internal arrangements are equal to any in the kingdom, all the modern improvements having been adopted. There is an abundant supply of excellent water, which has been proved by experience, as well as by chemical analysis, to be particularly well adapted for brewing.

Applications for shares to be made to the directors, at the Vale of Neath Brewery, Neath; Mr. Lewis Michael, Brewery Stores, Swansea; Mr. W. Penny, Brewery Stores, Newport; or to Elijah Waring, Esq., Cardiff. The directors will be happy to furnish additional information to parties desirous of becoming shareholders.

FORM OF APPLICATION FOR SHARES.
Vale of Neath and South Wales Brewery Company.

I request the directors to reserve for me shares in the above company; and I agree to take the said shares, or such portion thereof, as may be allotted to me, and to pay the instalment thereon as the same shall become due.

THE LONDON, EDINBURGH, and DUBLIN (guaranteed mutual and proprietary) LIFE ASSURANCE COMPANY.
Temporary Offices, 4, Serjeant's-inn, Fleet-street.
Capital £500,000, in shares of £10 each. First instalment £2 10s. per share.

DIRECTORS.

Alex. Robertson, Esq., Portland-terrace, Managing Director.

Alex. Anderson, Esq., York-place, Portman-square
J. Atkins, Esq., White Hart-court, Lombard-street
James Bidden, Esq., Spread Eagle-court
Capt. F. Brandreth, Scots Fusilier Guards
Marshall Hall, M.D., F.R.S.L. and E., Manchester-square
Vice-Admiral R. Honyman, Piccadilly
John Johnson, Esq., Alderman, Scott's-yard, Bush-lane
Benj. Hill, Esq., Welbeck-street
Kennet Kingsford, Esq., Savage-gardens
John M'Lean Lee, Esq., Old Cavendish-street
John M'Guffie, Esq., Osnaburgh-street
J. Marmaduke Rossiter, Esq., Kennington-terrace

AUDITORS—David Cannan, Esq., Finsbury-sq.; R. E. Alison, Esq., Clement's-lane.
SOLICITORS—Messrs. Palmer, France, and Palmer, Bedford-row.
BANKERS—The London and Westminster Bank.
SECRETARY—Frederick Edgell, Esq., Albion-grove, Barnsbury-park.

The distinguishing features of this company are—

I. The shareholders
1. Will receive the profits arising from an investment of their funds by a board of directors, all of them shareholders, having the same interests as themselves, and having the facilities which an assurance office affords for procuring safe and highly profitable investments.
2. They will further receive the whole profits derived from the proprietary assurances effected by the company, without any deduction for expense of management, and until the first investigation in May, 1844, they will receive 5 per cent. per annum upon their paid-up capital.

II. The mutual or participating assured
1. Have a security beyond what any purely mutual assurance company can give, their policies being guaranteed, not by their premiums only, as in mutual assurance companies, but also by an increasing paid-up capital, contributed by the shareholders.
2. The actual division amongst the assured, or their heirs, of the whole of the profits of the mutual branch of the business.

III. The non-participating assured
1. Have complete security from an amply paid-up and increasing capital.
2. They obtain policies for the lowest rates of premium upon which assurances can be safely granted.

IV. The assured of both classes
Receive policies which cannot be disputed, and a prompt settlement of their claims.

Applications for shares in the company may be made by letter to Mr. Robertson, Chambers, 4, Serjeant's-inn, Fleet-street; or to Messrs. Palmer, France, and Palmer, Bedford-row, of whom prospectuses may be obtained. Prospectuses may also be had at Mr. Edgell's, Lombard-chambers, Clement's-lane.

FORM OF APPLICATION.
day of , 1839.

To the directors of the London, Edinburgh, and Dublin Life Assurance Company.
Gentlemen,

I am desirous of subscribing for shares in your Company, and I hereby undertake to pay the deposit of £2 10s. per share on such shares as you may allot to me, and to conform to the rules and regulations of the company.

I am, Gentlemen, your obedient servant,
Name ———
Address ———

THE PATENT SAFETY FUSE,
FOR BLASTING ROCKS IN MINES, QUARRIES, AND FOR SUBMARINE OPERATIONS.—This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonies to its usefulness with which the Manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c. &c.:—

"I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuze; and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patentees, BICKFORD, SMITH, and DAVEY Camborne, Cornwall.

LAW INTELLIGENCE.

LEEDS AND MANCHESTER RAILWAY COMPANY.

VICE-CHANCELLOR'S COURT—DEC. 14.

ILLINGSWORTH *v.* THE COMPANY.—This case, which was partly heard yesterday, was resumed to-day, and at the rising of the court was further adjourned until after the next seal. The object of the motion was to set aside an injunction obtained by the plaintiffs, who are dyers at Hely Mills, on the river Calder, to prevent the defendants from altering the course of the river, and the road called "Jocole Road," leading to their premises, which was alleged to be made injurious to their rights by the proceedings of the company to alter the course of the Calder and raise the road above its present level. To-day a vast body of evidence was read, tending to show that the defendants did not exceed their right under the Act of Parliament, and that no real injury could accrue to the plaintiff's business by the contemplated alterations.

The arguments on this motion concluded on Tuesday with the reply of Mr. K. BRUCE.—The VICE-CHANCELLOR reserved his judgment.

WEST CORK MINING COMPANY.

VICE-CHANCELLOR'S COURT—DECEMBER 17.

VIGORS *v.* WARNFORD AND HARRISON.—Mr. K. BRUCE moved *ex parte* on behalf of the plaintiff, who was managing director of the above company, to restrain the defendant Harrison, who had been a servant of the company, and had established his title to some remuneration in an action against the defendant Warnford, from proceeding to take out execution against the effects of the company, on an affidavit that Warnford had disqualified himself from being a director before the proceedings at law brought against him by Harrison had commenced, and that therefore the company were not affected by what had been done in the action.—His HONOUR granted the injunction.

CHARGE OF FALSIFICATION OF MINE ACCOUNTS.

COURT OF CHANCERY—DEC. 17.

MAUND *v.* ALLIES.—This bill was filed for the dissolution of a partnership formed to work a coal mine in Monmouthshire. The partnership has been dissolved and the accounts taken, but the plaintiff complains of the insertion of particular items in that account, and claims to go before the Master to surcharge and falsify. The arguments in this matter were opened this morning, continued during Wednesday, and closed on Thursday.—Judgment was postponed.

GENERAL STEAM NAVIGATION COMPANY.

ROBINSON *v.* THE COMPANY.—This was an action on the case to recover compensation in damages for an injury done to a brig belonging to the plaintiff by a steamer of the defendants'. The case occupied the court the whole of the day.

Mr. Cresswell and Mr. Watson for the plaintiff; and Sir F. Pollock and Mr. Cleasby for the defendants.

It appeared that on the night of the 12th of September the defendants' vessel, the *Caledonia*, was on her homeward voyage from Hamburg, when about six miles off Harwich she came in collision with the brig *White*, the property of the plaintiff, laden with coals from the north, which received considerable injury. The cost of repairing the brig amounted to 99*l.*, and the plaintiffs lost the benefit of her services for about a fortnight, whilst the repairs were proceeding. As usual in those cases, a great number of witnesses were examined on both sides, and very contradictory statements made as to the degree of negligence attributable to the crew of the steamer and the collier respectively.

The Jury stopped the learned Baron in his summing up, declaring that they were satisfied the verdict ought to be for the plaintiff, and they returned a verdict accordingly.—Damages, 95*l.*

BLACKWALL RAILWAY—ACTION FOR TRESPASS.

SHERIFFS' COURT—DEC. 17.

JENNINGS *v.* THE COMPANY.—This action was brought to recover damages in consequence of a trespass committed by the defendants on the plaintiff's premises; and, judgment having been suffered to go by default, the jury were now called upon to assess the amount which Mrs. Jennings was entitled to receive. The case having been argued at great length,

The UNDER-SHERIFF summed up. The jury retired, and in half an hour returned into court, and awarded the plaintiff 40*l.*

SAFETY PARAPETS AT RAILWAY LANDING-PLACES.

BY PROFESSOR BUCKLAND.

I rejoice in railroads, and travel by them on all possible occasions, and am anxious to assist in removing every objection to them on the score of danger to passengers; I therefore beg to call the attention of the public, and particularly of the directors and engineers who have the care of railroads, to a danger which exists at many stations, and may easily be obviated.

On the 19th of November last I arrived by the "Herald" Exeter coach, at the Southampton Railway station at Vauxhall, where I witnessed the following occurrence in the presence of Mr. Davis, who was then on duty at that station. To the "Herald" coach was attached, as usual, a pair of horses, one of which being unruly, began to plunge and jib at the moment of starting, and the carriage was instantly forced backwards to the margin of the hollow way in which the rails are laid, about three feet below the level of the carriage-yard. Into this hollow way, or pitfall, it must inevitably have been precipitated, with all its passengers, had not a bystander promptly laid a wedge of wood between the wheel and the edge of the dwarf wall over which the coach was on the point of falling.

To the same danger every kind of carriage is exposed at the moment of starting from every railway station where no provision is made to prevent it.

In many stations the area or yard upon which carriages are landed from the turntables terminates on one, and sometimes on two sides, in a low precipice formed by a dwarf wall at the margin of the sunk or hollow way in which the rails are laid, about three feet below the level of the carriage-yard; and, as the top of this wall is not raised above the gravel of the yard, every carriage to which (as must sometimes happen) an unruly horse is fixed, near the landing-place from the rails, is in a position of danger, less in degree, but the same in kind, as if it started on the edge of a cliff overhanging the sea, without pales or parapet to check the wheels from passing over the precipice, if forced towards it by an unruly horse.

An effectual preventive of this danger may be applied at every railway station, by adopting a method employed in harbours where waggons are drawn to the edge of a pier to be loaded with goods directly from the ship's side. Thus, on the Cobb, at Lyme Regis, a long and slender beam of wood, six inches square, fixed as a low parapet on the edge of the pier, ensures carts and coal waggons against the risk of being precipitated into the water of the harbour.

A similar parapet of wood upon the dwarf wall that bounds the railway side, towards the carriage-yard, would obviate the danger I complain of. This parapet may be composed of as many pieces of wood as there are turntables for landing carriages, each piece being removed only at the instant when a carriage is passing from the turntable to the yard, and immediately replaced. About seven feet may be a convenient length for these moveable pieces of wood; they may either be attached by strong hinges to a coping of wood upon the dwarf wall, and reflected downwards whilst a carriage is passing over them, or each piece may have two or three strong iron pins projecting from its lower surface, and fitted to sockets in the wooden coping just mentioned. Whilst a carriage is passing these pieces of wood may be suspended by chords or short chains, or lodged on brackets against the inner surface of the low wall, or they may be laid on the ground at its base, and replaced the instant a carriage has passed.

A similar safety parapet may be applied to the landing-place for horses; and its general adoption would secure the public and myself against such risks as I ran on the 19th of November last, of having my neck broken at the Southampton Railway station at Vauxhall.

I submit these expedients to the better judgment of engineers and railway directors; meantime I wish the public to be apprised, from my experience, that every passenger is placed on the edge of a perilous and unguarded wall, from which he may be instantaneously precipitated into a hollow way, three feet deep, whenever he enters any kind of vehicle drawn by an unsteady horse, at any railway station where some preventive of the danger I complain of is not applied.

On my remonstrating with the "Herald" coachman, at the Vauxhall station, for having so dangerous a horse, he replied, "the horse is quiet enough elsewhere, but is always overcome with fear at this station, because he has already fallen into a pit here."

NEW GATES FOR THE CROSSINGS OF RAILWAYS.—Mr T. Lambert, of Stockton-upon-Tees, has constructed a neat model for gates, to be used at the crossings of railways. The gates turn on centres; and are so simple and complete, that one man can open both of them at one time, with the greatest facility. When open, they prevent any passing on the railway, and admit the progress of carriages, carts, &c., on both sides of the road. The construction seems to effect everything necessary for the protection of life and property at those crossings, and gives the greatest facility for passing on the road.—*Gateshead Observer.*

THE THAMES TUNNEL.—This work is rapidly approaching towards completion. The tunnel is now advanced at the rate of eight feet per week. On Wednesday the Duke of Buccleugh and Mr. W. Walker (civil engineer) visited the works.

MINING CORRESPONDENCE.

ENGLISH MINES.

HOLMBUSH MINING COMPANY.

Dec. 16.—The lode in the 100 fathom level west of the engine-shaft is much of the same size and character as last reported—sixteen inches. In the eighty fathom level west of the engine-shaft the lode is still an excellent course of ore, two and a half feet wide, and worth about eight tons of good ore per fathom. In this level driving east of Snell's winze the lode is still about two feet in width, and worth from five to six tons of ore per fathom. The winze in the bottom of the eighty fathom level is sinking with a favourable progress, but the lode not as yet taken down. In the seventy fathom level west, this end apparently is driven through the cross-course, and are now about to set the men to drive north for the purpose of discovering the lode. The stopes in the back of this level are still a good course of ore, lode about two feet wide, and worth five tons of good ore per fathom. In the sixty-two fathom level west of the engine-shaft the lode is about eight inches wide, intermixed with copper ore, but not rich; in this level, driving east of the engine-shaft, the lode has not been taken down during the past week. The lode in the winze sinking below the sixty-two fathom level is about ten inches wide, and worth one and a half ton of ore per fathom. The stopes in the back of this level are still looking extremely well; lode two and a half feet wide, and worth about eight tons of ore per fathom. In the tribute department no alteration. The sampling is appointed to commence on Friday, the 20th instant, which is calculated will weigh from 170 to 180 tons of good quality ore.

F. PHILLIPS.

ST. HILARY MINING COMPANY.

Wheel Leeds, Dec. 10.—We sampled ninety five tons of ore to-day.

Dec. 14.—In the eighty fathom level west the lode is eight inches wide, composed of ore and spar. In the eighty fathom level east the lode is eighteen inches wide; the lode in this end is more regular, and has the appearance of the lode in the level above, but as yet do not produce so much ore. In the seventy fathom level east the lode is eighteen inches wide, producing one and a half ton of ore per fathom. In the seventy fathom level west the lode is one foot wide, composed of ore and spar. In the sixty fathom level east, on south lode, the lode is two feet wide, composed of soft white spar, with small branches of rich yellow ore; this end has so much improved that I have put the men in this end, and suspended the end west for the present. The western shaft does not in the least improve.

C. H. RICHARDS.

REDMOOR CONSOLIDATED MINING COMPANY.

Dec. 16.—In driving north, at the eighty fathom level, the lode at this time is rather in a disordered state, being split into branches; the principal part is about four inches wide, and saving work for silver-lead ores. The lode in the south end, at this level, continues to look well, being from ten to twelve inches wide, and good work. In the north end, at the seventy fathom level, the lode is much of the same character as last reported, about four inches big, and rich for silver-lead. The lode in the winze, sinking below the seventy fathom level, is about six inches in width, and yielding good work. In the sixty fathom level north the lode is from four to six inches wide, and saving work for lead ores. At the north mine, the cross-cut driving south of the engine-shaft, at the thirty fathom level, is extended about ten fathoms, and the ground more favourable than last reported. We have sampled this day two parcels of silver-lead ores, computed 30 tons 17 cwt. 3 qrs., viz.—No. 1, 17 tons 15 cwt. 3 qrs.—No. 2, 13 tons 2 cwt., for sale the 26th inst., samples of which are sent to the different smelters.

S. HARFUR.

PERRAN CONSOLIDATED MINING COMPANY.

Dec. 14.—The thirty-three fathom level cross-cut is driven north of the Flat-rod engine-shaft four fathoms; the ground is rather a hard killas. We consider we have to drive further about four fathoms to cut the lode. At the twenty-five fathom level we have driven east, under Kittow's shaft, and commenced a rise to communicate to the fifteen fathom level; this distance from Windus's to Kittow's shaft is fifty-two fathoms. We have set to-day the back of this level (twenty-five fathom level), two pitches, at 2*l.* 10*s.* per ton each. The lode in the fifteen fathom level is four feet wide, but at present poor; during the past week it presented such an appearance as led us to expect a course of ore before this time, as it was yielding rich stones of lead, but has not continued as we hoped. We shall sample on Monday next, No. 1, 30 tons, and No. 2, 10 tons.

R. ROWE.

TAMAR SILVER-LEAD MINING COMPANY.

Dec. 16.—No alteration has taken place in the 135 fathom level going south. In the north end, at the 125 fathom level, the lode is small but orey; and in the south end, at the same level, the lode is from two to three feet in width, and producing silver-lead ores. In going south, at the 115 fathom level, the lode is three feet big, and producing some good work. In driving south, at the 105 fathom level, the lode at present is unproductive. At the ninety-five fathom level going south we are desuing the lode, it appears, however, very productive. In the south end, at the eighty-five fathom level, the lode is six inches wide, and containing a small but good branch of lead. In driving south, at the seventy-five fathom level, the lode is a foot big, and producing some good stones of ore. Our sampling on Monday next I expect will exceed the last (45 tons).

M. JAMES.

POLBREEN MINING COMPANY.

Dec. 14.—We have now intersected Bowl and Butt's lode, at the thirty-two fathom level, south of the Flat-rod engine-shaft; it is small and poor, being only about three inches wide. The merely cutting of the tin lodes here, in this neighbourhood, is by no means a criterion; frequently we have seen the same lodes in this mine varying from one inch to one foot wide within the length of two fathoms—the latter a rich course of tin, and the former altogether so poor. We shall not, however, open east or west on Bowl and Butt's or Dorcas's lodes for some time, as we propose communicating from the thirty-two to the twenty-two fathom level by raising a winze on Dorcas's lode, which will ventilate the thirty-two fathom level; and the most important of all will be, that it will, we expect, throw open a great deal of tribute ground. At the twenty-two fathom level driving east, on Dorcas's lode, it is about one foot wide, and tinny. In the back of this level, stoping on tribute at 10*s.* out of 1*l.*, the lode is also about one foot wide, and producing good work. Rowe's shaft, situated about four fathoms to the east of the twenty-two fathom level end, is sunk below the adit ten fathoms and a half; the ground there is moderate for sinking. The tribute department, on the whole, we consider to be looking favourable. We broke last month about seven tons of black tin, and I calculate we shall have a larger sampling next than we had the last.

R. ROWE.

UNITED HILLS MINING COMPANY.

Dec. 17.—In the winze sinking below the adit level the lode is from four to five feet wide, producing but little ore. In the ten fathom level the lode still continues its size, and firm. In the twenty-seven fathom level the lode is six inches wide—no alteration. In the thirty-six fathom level, still driving north from the eastern end; we have taken the men from the western end to put down a new railroad at surface, from Turton's shaft to the crushing machine. In the forty fathom level, east and west of Webber's winze, the lode is four feet wide, producing ore of a fair quality. East of Nettle's winze the lode is very much improved since our last report. East of eastern shaft the lode still continues its size and quality. West of diagonal shaft the lode is four feet wide—two feet on the north part good ore. In the fifty fathom level east of Williams' shaft the lode is three and a half feet wide, coarse in quality. In the western end the lode is four feet wide—2 ft. 6 in. of which is good ore.

C. PENROSE.

TRELEIGH CONSOLS MINING COMPANY.

Dec. 14.—We have such an increase of water at Christoe that our operations are somewhat retarded in the bottom level and shaft, though it gives us the idea of good lode before us. Our sumpmen are now in course of sinking under the fifty; the shaft is down one fathom, and the lode improved in size, producing good stones of ore. The fifty is extended west about seven fathoms, through a very fine lode, varying in size from two to four feet, and in value from 6*l.* to 20*l.* per fathom for that distance; and east it is improving as it gets clear of the slide. The forty east continues a large orey lode, opening good tribute ground. The pitches in this part are looking as well, or better, than at survey day; the men are working well, and getting wages in their respective tributes.

W. SINCOCK.

WEST WHEAL JEWEL MINING ASSOCIATION.

Dec. 16.—In Buckingham's perpendicular shaft the ground continues favourable. In the forty-two east, on the south branch, worth 6*l.* per fathom. The south adit shaft is sinking in favourable ground, down nine fathoms under the thirty. The thirty west, on the south lode, much improved, is now eighteen inches wide, spar, &c., with good stones of yellow ore: The thirty west, on south branch, is ten inches wide, producing good stones of grey ores, worth 5*l.* per fathom. The twelve fathom level west, on south lode, is worth 7*l.* per fathom. The thirty east, on Tolcarne lode, is two and a half feet wide, producing good stones of yellow ore—ground hard. We have holed the winze on the south lode to the thirty fathom level, and are now in a situation to raise more ores than we have been doing. All our tributers are working well.

S. LEAN.

ENGLISH MINING COMPANY.

Great St. George, Dec. 17.—The present appearance of Wheal Prudence mine is as follows:—The ground sinking in Bourdillion's shaft is rather more favourable; in the rise it is just the same. In the sixty-two fathom level west the lode is from eighteen inches to two feet wide, worth one and a half to two tons of ore per fathom. In the fifty-two fathom level west the lode is three feet wide, two to three tons per fathom. The twenty-eight fathom level east is small and poor.

J. HUMPHRIES.

CORNUBIAN MINE.

Chiverton, Dec. 17.—In our fifty fathom level west, on Chiverton lode, the lode is large and kindly, but poor. In our cross-cut south, at the same level, we have cut a branch with lead in it; in the level above we cut this branch about three feet before we cut the lode. About the same distance we expect to cut the lode in the fifty fathom level. In our forty fathom level west little has been done for the last week, in consequence of some ground falling from the back of this level. The thirty-two fathom level east and west is poor at present. We have now dressed sixty tons, undressed ten tons, and broke underground ten tons.

J. BORLASE.

TRETOIL MINING COMPANY.

Dec. 16.—Our sumpmen commenced sinking under the thirty fathom level on Saturday, by eight men, in order to expedite the proposed work. The lode in the the twenty fathom level east is much the same, small and unproductive, but letting out plenty of water. The lode in the twenty west is from twelve to eighteen inches wide, producing good work, but not quite so good as last week. The lode in Tregenza's rise is much the same as last week, opening good tribute ground. The lode in the ten fathom level east is without alteration. The lode in the ten fathom level west is from four to six inches wide, orey; this end is improved in the week. The lode in a new, or Trerrel's rise, is from six to nine inches wide, and orey. The rise in the back of the twenty fathom level is opening tribute ground. On the whole our prospects are favourable.

J. BRAY.

TINCROFT MINING COMPANY.

Dec. 11.—Since my last no material alteration has taken place in the appearances or prospects of this mine; I can, therefore, only say, by way of report, that the rise in the back of the 142 continues to look well for tin, and also the winze sinking on it from the bottom of the 132; the winze is now being let at 5*s.* tribute, to six men, for four months—that is to say, the winze till holed, and afterwards the ground to the east and west of it. The 120 east continues to yield good work for tin, and very promising. The 110, 100, 90, and 72 ends continue much the same as usual, yielding fair quality work for tin, with some copper ore. We have a very good lode still in the eighty-one end, worth at least 40*l.* per fathom. The stopes also in the back of the 110 are yielding excellent work for tin. You will perceive by the setting report that our pitches on the whole are let on much the same terms as last month, consequently their appearances may be considered much the same as for some time past. I regret to say that the heavy rains, which we have almost every day, is making much against us in our dressing department, and will throw us back for our next sampling of both tin and copper; but if we cannot get as much tin as I calculated upon to sell and ticket, we shall be able to make up that quantity by a lot private in a few days after.

W. PAUL.

FOREIGN MINES.

IMPERIAL BRAZILIAN MINING ASSOCIATION.

Rio de Janeiro, Oct. 11.—I have much pleasure in reporting to you that I have again succeeded in obtaining from the Chamber of Deputies a favourable consideration and disposal of your claim to a reduction of the duty on your gold from 20 to 10 per cent., which was carried by a good majority in the session of the 9th inst. The discussion had occupied several days, and, from the turn it took, I was induced to agree to an amendment that the reduction should take place a year hence. I am looking now anxiously to the Senate, and not without hopes that the question will pass even this year in that house, where, from what I can collect, the majority appears to be in your favour. The President has promised to give the question for discussion immediately on its being sent up from the Chamber of Deputies. I am grieved to throw a damp on the pleasing impression which will, I trust, be produced by the communication I have just made, by expressing my fear that the payment of your 100 contos of reis will be delayed until next year. The inquiries into the cause and the issue of the action brought against the government by the company in 1831, in reference to the deposit, occupied so much time, that this payment could not be included in the budget, and the special resolution, of which it forms an item, is still on the President's table, and has been on the order of the day since the 10th inst. Every day brings, however, additional defalcation in the number of members in attendance, so that it is expected, before a week has elapsed, there will no longer be a number sufficient to form a house, which will thus adjourn *ipso facto* to next session. You will not have failed, however, to observe in the closing debate and voting, the additional strength of sanction given to your claim, by the discussion which took place upon the amendment of one of the members of the committee of finance, proposing that your 100 contos should remain in deposit, and which discussion ended in the withdrawal of the said amendment—delay is, therefore, all you have to fear and encounter in the settlement of this claim.

Translation of the resolution of the Chamber of Deputies, which reduces your duty from 20 to 10 per cent:—

"The General Legislative Assembly resolves—

"ART. 1.—The duty of 20 per cent., which, by virtue of the resolution of the 6th October, 1837, is at present paid by the Imperial Brazilian Mining Association, is reduced to 10 per cent.

"ART. 2.—All laws to the contrary are hereby repealed."

Oct. 19.—The produce and workings of the mine have a satisfactory appearance. Another remittance is on its way from Googo to Rio, which left the 9th inst., with 220 lbs. of gold dust, of which he would leave 44 lbs. at Ouro Preto for duty. This produce, with the exception of a small contribution from the neighbourhood of Bayley's and Curtis's shafts, has been obtained from the western ground. The duty question had been given for discussion in the Senate, without having been previously referred to the consideration and report of the committee. These kind intentions have, however, hitherto been frustrated by the press of weighty matter, which, at this last hour of the session, engross their attention. The day fixed for the closing of the session is the 23d, and if that day be adhered to, your claim cannot be disposed of by the Senate this year. It is, however, probable that a further prorogation to the 30th of this month will take place, in which case I believe I may assert that your duty question will certainly be discussed and voted upon, and, I think I may add, disposed of agreeably to our hopes, by a confirmation of the vote of the other house.

G. V. DUVAL.

Gold produce from 2d to 30th Sept. (29 days),	127 lbs.	7 oz.	14 dwt.	12 grs.
" 1st to 8th Oct. (8 days)..	95	9	0	0

UNITED MEXICAN MINING ASSOCIATION.

Report on the State of the Workings of the Mine of Rayas.

Sept. 19.—*La Purisima.—Santa Victoria.*—The ores produced from the front and pit of Concordia, or San Antonio, are of a very ordinary class, the narrow threads that were met with formerly, having entirely disappeared. The front of Asuncion, opened to the north-west of the pit of San Antonio, and almost in the most advanced point, contains a small quantity of the most common ores. The front of Santa Margarita is advancing slowly in borrasca; the slight improvement in the appearance of the lode, mentioned in the report of the 18th July, has again been lost sight of. The pit of Varones was communicated with an old working some time since. In the pit of San Hermion, a small portion of ordinary ore is occasionally met with. Thirteen pair of barmen are at present employed in La Purisima by day, and twelve pair by night. The weekly produce of ore in the rough state has averaged 488 cargas, which, when picked, have yielded 119 cargas of azogues, 24 cargas of tierras de mortero, and 110 cargas of tierras de labor. No valuation is made of these ores, because so decided a falling off in their quality has been observed lately, as to render it necessary to have assays made of them, in order to ascertain their real ley. These assays will be commenced forthwith.

San Cayetano.—The produce of the fourth pit of Jesus varies little; the good bunches are still found amongst the common ores. The pit of San Feliciano has improved lately, the better classes of ore being now in greater proportion than formerly. The front to the south-east is advancing on good ground, and one to the north-west has just been opened. The front of San Feliz has been communicated with an old working, and all the ore that could be found about the entrance, to the front of Nuestra Senora de Guanaxuato, has been extracted. The pit of La Cruz has just been communicated with the canon of Jesus, but a small quantity of rich ore is still met with against the upper part of the working. The front of Santa Cecilia has passed through the pillar that separated it from the pit of San Victoriano. A front (San Francisco) is being driven through the pillar which divides the pit of the same name from that of La Luz; the produce is of fair quality. Twenty-six pair of barmen are employed in San Cayetano by day, and as many by night.

San Pio, Los Reyes, and Las Animas.—The contra cielo of San Pio is yielding a fair portion of good ore in bunches, which present themselves among the common classes. The produce of the contra cielo and front of Los Reyes continues of good quality, the better ores being found in threads. The extraction from the pit and front of Las Animas has improved both in quality and in quantity, and the front is now nearly sufficiently advanced to allow a new pit to be commenced. A small quantity of fair ore is being thrown down from the upper part of the old canon of San Pablo, situated between San Cayetano and the general road to the bottom of the mine. Nineteen pair of barmen are at present employed in these four points by day, and eighteen pair by night. The weekly produce of ore in the rough state, from San Cayetano, San Pio, Los Reyes, Las Animas, and San Pablo, has averaged 1690 cargas, which, when picked, have yielded 284 cargas of azogues, of twelve marcs per montos in the patio, and two marcs plata de ley in the arrastres; eighty cargas of tierras de mortero, and ninety-three cargas of tierras de labor, together of about eight marcs per montos in the patio, and one marc plata de ley in the arrastres. The cross-cut of San Juan Bautista is now advancing in the lowest body of the lode; no ore has been met with, but the appearances of the lode are rather favourable.

San Miguel.—The point called Santa Margarita is at present the most promising working on this side of the mine; it consists of a pit, and two

fronts to the south-east. The ores are still found scattered over a large surface; consequently, the extraction is inconsiderable. Fifty-four cargas have been picked in the last four weeks. The number of workmen has been reduced again, as the experiment, mentioned in the report of the 16th July, did not turn out well. In the last four weeks, the sale of ores on joint account with the buscones, amounted to $16,020 5, of which one-half, $8,010 2 4, belongs to the mine. Ores sent to the hacienda of Barrera, 2740 cargas.

Ores on hand at the Mine.

Picked	Cargas	1439
Unpicked	,,	1090—2529

G. R. GLENNIE.

Guanaxuato, Sept. 20.—Mine of Rayas.—I beg the usual reference to the inclosed general report of Mr. G. R. Glennie, which, I regret to observe, is of a discouraging character, as respects the actual produce and appearances of the several workings of Purisima. Until last week these points showed a steady character and produce, when they suddenly and simultaneously fell off in quality, as to make it necessary to separate and detain their produce at the mine, until assays shall be made, to ascertain if their contents are equal to the expenses for reduction, as well as those of extraction. From the general appearance of these ores, it is my opinion, that the bulk, as hitherto sent from the mine to the haciendas, will not produce a result equal to such expenses, but, separating the better kind, and rejecting the more ordinary class, a quantity may yet be found to give something beyond said expenses; still, I do not think the quality will exceed one-half the produce hitherto given by these workings. This quantity may, therefore, be reduced from 300 to about 150 cargas weekly. It is intended to make the assays on a large scale, and, as soon as 400 to 500 cargas be picked at the mine, they will be sent to the hacienda of Barrera for the purpose. The workings of San Cayetano and San Miguel continue without any apparent alteration, in quantity or quality of produce, with the exception that San Feliciano, the most advanced point to the south-east on unexplored ground in San Cayetano, looks a shade better than for some time past, and affords, under a little more improvement, the prospect of replacing the deficiency and falling off in Purisima. Notwithstanding the continued attention to, and investigation of, all the accessible parts of the vein in San Miguel, we have not yet been able to make any discovery worthy of notice, either as to durability or value. The only sale of ores, on joint account with buscones, which has been made since the date of my last letter to the court, produced the gross amount of $3736 5, the mine's share of this sale, added to the estimated value of the picked ores, produced solely for account of the mine during the same period—say, the week ending the 14th instant—shows a surplus of about $1500, over and above all expenses at the mine, and for the reduction of the ores. The inclosed statement of outlay and returns, shows an estimated surplus of $9226 4½, as compared with the preceding one to the 17th ultimo, but this amount is exclusive of the Purisima ores of last week, which, being under assay, as already mentioned, it is not easy to value at present with any degree of correctness.

Remittances.—The next conducta is appointed to leave hence on the 4th proximo, but I am still unprepared to name the exact amount which can be spared from my ways and means, as a remittance to the court by this conveyance; it will, however, range from $15,000 to $20,000.

[*Note.*—$20,000 have arrived by this packet.—JOHN MATHER, Sec.]

Statement showing the outlay and returns in respect of the mine of Rayas, from the 28th of April, 1838, to the week ending the 14th of September, 1839, and the value of ores on hand:—

Amount of realised surplus on 30th of June, as per accounts,		$63,072	7	6
Outlay from 30th June to 14th Sept.	$417,246	4	3	
Returns during the same period	144,688	0	0—27,441	3 5
Excess of returns			$90,514	3 3
Value of ores at the hacienda of Barrera	51,339	0	0	
At the mine	9,182	0	0	
Silver on hand, 794 marks, valued at	7,146	0	0—67,667	0 0
Total surplus			$158,181	3 3

J. N. SHOOLBRED.

MINAS GERAES MINING COMPANY.

Morro das Almas, Oct. 9.—In the bottom of the mine the bed has almost entirely ceased to exist, and the scattered remains are almost destitute of gold. The experiments on the Ricardo bed were most unsatisfactory, and there is no likelihood any profitable account will result from it. Our different exploratory works bear no favourable appearance, nor have we as yet found any prospect of encouragement.—Produce 2 lbs. 7 oz. 2 dwt. 23 grs.

J. C. HOCHEDER.

ST. JOHN DEL REY MINING COMPANY.

Morro Velho, Oct. 3.—We have now more stopes in the United mines, still we must get more for the rainy season. The lode appears to widen very much as it proceeds in depth, and I should like to be able to prove that the quantity of gold had also increased with the quantity of lodestone, but this proof is not furnished. The Gamba lode coming west, towards the Bahu, is small, say two to one and a half feet, in very hard stone, which no doubt would render it unprofitable to work, were it so to continue; but as all the lode of the Gamba, in other places as well as the United mines, enlarges in depth, it is most probable that the small part will follow the same rule, therefore it is being well laid open, according to the original purpose of bringing this mine into communication with the United mines.

Sept. 30.—Produce of gold 5246 oits, which you will see is still low; had the water not been so very slack of late we might, indeed, have stamped more stone, and have raised the produce 400 oits.

BRAZILIAN COMPANY.

Cata Branca, Sept. 28.—Comparatively little stuff has been broken during the week, arising from the best tearing ground in the mine having throughout been under water from a series of accidents to the pumps. The water is once more in fork, and we are doing better. As we anticipated, the produce has considerably improved, and as the rainy season appears to have set in, we may soon look to our stamping power being much increased.

Oct. 3.—The rainy season has decidedly set in, which has of course much increased our stamping power, so that, with the falling short of stuff from the mine, together with that sent out being just now of a much softer nature, we have got through all our surplus ore, and, indeed, have, the last few days, fallen short. Having passed the cross-courses, we shall soon be in harder and better tearing ground; but still so efficient is the stamping mill, No. 3, that, with our present force, we do not look to fully keeping all the stamps going. From the necessity of clearing a good deal of ground for the hauling machine, our Brazilian miners, as also some English, have not been applied in breaking ore. We purpose, as soon as this force is at liberty, to go on proving the lode from No. 8 sink, which will give us more stuff, but whether it will add much to the produce remains to be seen.

Oct. 9.—Since we last addressed you under date the 3d inst., we have had an unexpected offer from a neighbouring establishment to take half their negroes on hire for six months certain, another company taking the other half—choice for choice. Looking at our position as to the force required to keep the stamps supplied during the rainy season, we have thought it for the interest of the company to close with this offer, and have to-day done so for seventeen first-class men, twenty-eight second ditto, with sixteen boys, and twenty-two women.

E. HARDING. W. T. GRIFFITHS.

Gold return from 14th Sept. to 4th Oct.	55 lbs.	2 oz.	17 dwts.	5 grs.
,, for the month of September	68	10	9	4

CANDONGA MINING COMPANY.

Candonga, Sept. 12.—Mina Mestre Shaft, Forty-two Fathom Level.—In driving this level, which has lately been continued on a parallel course, we have reached a point where the fluccan, spar, &c., have disappeared. Our object at present is to drive another cross-cut to cut the branches, after which we shall follow on its course. The workings in the bottom of the same level still continue very poor, but there is a slight change in the appearance of the branch, such as, in past times, would lead us to expect that it would be for the better.

Jenkins' Winze.—The ground continues hard, and we cannot sink so fast as I could wish. I once expected to have reached the adit level, and to have cut the branch under Davey's winze by the end of this month, but the present state of things will not allow us to do so.

On Shaft, Twenty-seven Fathom Level.—This shaft goes on steadily, without any alteration.

Deep Adit.—Having cut down a great quantity of water by the cross-cut mentioned in the last report, we have again commenced to drive the level, but it is still very wet and troublesome.

Cachoeira Level.—We are now driving on the branch without any material change.

J. DALLEY.

Sept. 13.—Again it is my unpleasant task to forward something very like an unsatisfactory report; there remains to us, however, this consolation, that our present position is not new, having before now more than once occupied a similar one. It will be remembered, that at one time we were so completely at a stand still, that there were scarcely any returns at all. I am sorry to say such is the case at present: let us not despair—sudden changes we are accustomed to, and who is to determine that such are at hand; come what change soever, it can scarcely be for the worse; and referring you to the latter part of the first paragraph, it will be seen that there exists ground for hope. The deep adit has been, and still is, troublesome beyond measure. We have here four Englishmen at a six hours' course. The water comes away in such quantities, that we have been obliged to rivet some sheets of iron together by way of a shield; this answers for a short time, as it carries the water down behind the men, but now we are obliged to drive forward a set of laths; the shield must necessarily come out, and the men in consequence are completely drenched. I trust that with care and perseverance we may soon get through this vexatious piece of ground. The average return of the gold for the last nine days is about 1 oz. per diem.

A. F. GOODRIDGE, M.D.

ANGLO-MEXICAN MINING COMPANY.

Report on the Mines from July 18th to 20th Sept.—The labor of San Pedro has remitted, within the time mentioned in this report, 356 cargas of ore, generally poor; although discouraging, I am still of the opinion it is important, in a speculative point of view, and one of the most promising at present accessible. The remission from the labor of Santa Isabel has been thirty-one cargas. About a month since this work was abandoned, as there was nothing left but small pillars, that could not be taken out without danger. From trials made in different points three and a half cargas of ore have been remitted; of ore from buscones, and of a good quality, has been remitted sixty-five and a half cargas. The total produce of the mine, for the time herein embraced, has, therefore, been 1062 cargas. The only speculation at present on hand, the draining, cleaning, and repairing of the inclined shaft of the Valle, has advanced as much as was to be expected; up to the present date the water has been lowered about twenty-two varas—thus far the extraction of the water has been less expensive than the cleaning. At the point where we are actually at work the timbering seems quite entire, and may serve to finish the cleaning—if so, much expense will be avoided and much time saved. I have before expressed the opinion that, by the close of the year, we shall have reached these planes; present appearances seem to strengthen that opinion: we are of course watching the indications of ore on the sides of the workings as we go down, and shall give notice of the result of examinations from time to time. Up to the present moment no point has been found in ores that we are certain would be an object to work on hacienda account—still one point has been seen that requires further examination. From the size and appearance of the old workings through which the shaft passes, the Clavo must have been abundant in ores, and, from indications in some of the pillars, rich. It is not to be expected that any thing of consequence will be found until we have arrived at the planes; the result we shall endeavour to arrive at as soon as possible, and await with anxiety.

San Nicolas de Taquitape.—The work was continued here into the bottom of the shaft, where a despacho was found, which we suppose communicates with the planes of the mine—work was then suspended. The mine is now in a favourable state for speculation works.

San Lorenzo.—Work here has been limited to the number of persons required by law to preserve the right in the mine.

BOLANOS MINING COMPANY.

Bolanos, August 31.—The ground in San José shaft continues the same, and the sinking has been going forward about three-fourths of a vara per week. The vein in Taylor's level driving south of cross-cut has improved a little, and a small quantity of ore broken from it; the vein is wide and promising, and the ore found in balls is distributed over a part one vara wide; the ground is not very hard, but the water which filtrates makes it rather troublesome for driving. The vein in San Miguel winze is of the same description, and although the level is nearly under it it has not drained off all the water. In San Antonio and Santa Barbara winzes, and intermediate level, the vein continues to look well, the ore part averaging from one and a half to two varas wide. In Santas Brigida, Pedro, Pablo, and Nicolas winzes, and intermediate level, the ore is of good quality, from one-half to one and a half vara wide. The total produce of ore for the month amounts to 3045 cargas, and would have been more had not the working in the planes been hindered a week by the water which ran over from Guadalupe, and filled all the winzes to the level of San Martin. Owing to the engine being idle fifty hours, while repairing, the produce for the month ensuing (four weeks) will, I expect, be about 2500 cargas. The vein in San Martin level, south of Francisco cross-cut, is still poor. San Tomas level, driving south of San Diego cross-cut, on the east, is in very hard ground; the vein is about three-fourths of a vara wide, containing azogue ore of an inferior quality. In the rise above Santa Tomas level, forty varas south of Corina shaft, there is a rather promising vein, containing stones of ore. In the winze sinking below Esperanza level the ore part of the vein continues about one-half of a vara wide.

San Clemente.—The water is continually troubling us, and preventing the working of the bottoms of the mines, which has caused a diminution of the quantity of ores raised, as well as their leys, which we have not been able to remove, but last week the water sunk in all the bottoms a vara, and as the two levels driven in the vein from the cross-cut of San Francisco are advancing very quickly we can reasonably hope that at least those bottoms that are nearest to the shaft of drainage may be dried shortly. The cross-cut driven in a level with Dios nos gure has crossed already the vein of San José, in which we are driving now an end to the west to effect a communication between the shaft and workings. The vein, as observed at this point, has an inclination of about sixty degrees to the south, is of considerable width, and contains besides blende and pyrites, without ley, some good ore; there is some probability that at a greater depth the vein will improve.

In the present month, the produce of silver will, in all probability, not be more than 10,000 marcs, because the ores we are beneficiating, although in quantity the same, or even more, are of an inferior ley. The profit of San Clemente, in September, will probably not exceed $25,000. The result of San Nicolas will be a more favourable one than last month, the two tortas being now in beneficio, which must produce about 2000 marks of silver, leaving a profit of about $12,000. Even Melanoche, the workings of which are again reduced to one, will require little or no supply, as a small torta of fourteen and a half montons will be washed, producing about 170 or 180 marcs silver, the value of which is sufficient to pay at least the memorias of the present month, costs of reduction included; joining the three months of July, August, and September, I venture to assert, the result will be a more favourable one than that of any former quarter.

REAL DEL MONTE MINING COMPANY.

Mineral del Monte, Oct. 2.—With respect to making remittances, circumstances sometimes occur here to require a larger amount of funds than might at first appear to be necessary, and that our really available funds have frequently been less than they were represented to have been. I beg to assure the court, however, that I shall at all times most readily remit all such funds as may not be absolutely required for the service here. The silver produce for September is about four bars less than the estimate, being thirty-eight in all. In reference to the produce of the Regla Fundicion, although forty-six and a half montons of ores were smelted, a larger quantity than were reduced even when the furnaces of San Miguel were in operation, yet the produce was only fourteen and a half bars, which shows that the falling off is to be attributed to the low ley of the ores. Estimate of costs and returns for October shows a profit of $2350. As the Avindero adit is now open, and the water sinking in Acosta, I hope this little mine will soon help our returns.

Oct. 3.—I am sorry to hear the dissatisfaction of the shareholders, expressed at the annual meeting, and although we have to regret with them our want of success, I hope that the investigation which the committee are now making will manifest that if we have not obtained a favourable result, we have at least done everything in our power to deserve it. No material alteration has occurred in the mine. The ores continue in driving east of Terreros, upon the Tapona vein, at the sixty-eight vara level. We are beginning to see the same vein at the 100 vara level, but poor, as it is also in the 118 vara level; but as they are not so far east as the sixty-eight fathom level, we may still hope for their improvement as they proceed east, and arrive under the best parts of the latter. We are actively employed at all these points, seeing the importance of opening ground, and laying open what ores we may be able to find at these comparatively shallow depths. We have met a kindly lode and some ores in driving upon the Tapona vein; it has a promising appearance, though I fear of a low ley, but we do not yet know their value, as there has not yet been time to assay the samples. The ley of the ores of the Regla Fundicion continues unfavourable, which not only affects us by reducing the value of the produce, but discourages the barreteros, who, notwithstanding they receive what some feel disposed to think too large a share of the ores, can only with difficulty be induced to attend regularly at their work—at times to within half the number we could conveniently employ. The experiment of reducing the quicksilver ores at the hacienda has been retarded, owing to the failure of some of the stones used for arching the fire-place—they are now being substituted by brick. I regret to say no further discovery of ores has been made by our recent trials. The amalgamation process adopted in Guadalupe-y-Calvo, noticed in your letter, is one for which Mr. Lauckner and Henry Macintosh have obtained a patent lately from the Mexican Government; what the process is we have not yet been able to learn, but I conclude, now the patent is secured, measures will be taken by the patentees to make it known without delay; we shall of course be anxious to know what it is, and to consider whether it may be applicable to our ores. Mr. Dunn has now in hand several interesting experiments at Regla, the result of which he will probably be able to give you an account of by the next packet; at present they are not so far advanced as to enable us to form any decided opinion of them.

THE PENTWYN AND GOLYNOS Company have, it is said, just contracted with the Russian Government, for 14,000 tons of railway iron.—*Merthyr Guardian.*

FIRE AT WHEAL VOR MINE.—On Sunday week, Woolf's engine, the largest in the Great Wheal Vor Mines, was discovered to be on fire, but not before the flames had burst out with such fury as to prevent the saving of any part of the valuable engine, &c. It is not ascertained how the fire originated.

ON AN IMPROVED PROCESS OF CALCINATION OF COPPER ORES.

The following report referred to in the letter of Messrs. Benson, Logan, and Co., which will be found under the head of original correspondence, will be read with considerable interest at the present moment.

At the request of Messrs. Benson, Logan, and Co., we attended at their copper works, near Swansea, to examine the working of Mr. Troughton's patented mode of calcining copper ore, and preventing those prejudicial effects which result to vegetation from the method hitherto generally adopted of calcining the ore in reverberatory furnaces, and permitting the whole of the gases and vapours to pass into the atmosphere.

Mr. Troughton's plan, as patented, consists of calcining copper ore in retorts, which are heated externally; by this arrangement the gases and vapours from the ore are kept separate from the products of the combustion of the fuel, and can be treated with water to condense them without interfering with the draught of the furnaces.

We found that the calciner in operation was fitted up on a practical scale, and we were informed that it had been in use for the last two years, during which time it had required little or no repair.—It consisted of twelve earthenware retorts and four small furnaces, the heat of which passed first along the under sides or surfaces of the retorts, and afterwards over the upper surfaces, thus heating them below and above in a very equal and effectual manner, from which circumstance the operation of calcining occupies only six hours for each charge. The twelve retorts are capable of receiving about two to two and a quarter tons of copper ore at once, consequently the twelve retorts calcine from eight to nine tons of ore in twenty-four hours. For this we found that free burning coal alone was sufficient, and that the consumption for eight to nine tons of ore was thirteen cwt.; whereas, we are informed, that, according to the present method of using reverbatory furnaces, for each eight tons of ore calcined from thirty to thirty-five cwt. of coal, of which two-thirds are free burning, and one-third binding, are consumed. The patented plan, therefore, offers considerable advantages in saving fuel, as well as in its more immediate object, that of preventing the injurious effects produced by sending immense quantities of sulphuric and sulphurous acids into the atmosphere.

The mixed ore used in our trial consisted of one-third Connorree, one-third Knockmahon, and one-third Cornish. It was subjected to analysis, and found to consist of very nearly—

Copper	9
Iron	30
Sulphur	14
Oxygen, earthy matter, and arsenic	57—100

On analysing the ore, after calcination, it yielded about 10 per cent. of sulphur, 4 per cent. having been driven off in the operation, consequently, eight tons of the ore would have lost above 700 lbs. of sulphur, and this, according to the common mode of calcination, would have been thrown into the atmosphere in the forms of sulphurous and sulphuric acid, and a quantity of these, amounting to more than 1500 lbs., must be spread over the surrounding country in twenty-four hours from the quantity of ore specified. So powerful is the effect of these vapours, that it is impossible to respire for a moment air in which they are diffused even in very minute quantity; but it was proved that the gaseous products from the retorts, after being acted on by water, according to Mr. Troughton's plan, were quite innoxious, and might be breathed with impunity, several persons having, in our presence, introduced their heads into the flue through which the purified air was passing, and kept them there for a considerable time without suffering the slightest inconvenience.* The ore used contained some arsenic, which was volatilised with the sulphur, and as the vapour of arsenic is more readily acted on than the acids of sulphur by water, it could not escape when they were condensed.

We may here observe, that we are aware the condensation of the sulphurous vapours from copper ore has been before attempted, by submitting the products of combustion, together with those of the calcination of the ore, to the action of water; but we believe that it would be impossible to use sufficient water for such a purpose without injuring the draught of the furnaces, in addition to the much greater expense which would be incurred by having to act on so much larger a quantity of heated air.

In the patent plan, however, this defect is remedied, by conveying the products of the combustion of the coal through a different flue from that which conveys away the vapours evolved from the copper ore; and while water is thus effectually applied to the latter in its particular channel, the draught of the furnaces and of the flues which conduct the coal-smoke is wholly unimpeded by it.

It is well known that the chimneys of the calcining furnaces emit a very large quantity of white vapour, which is in fact sulphuric acid; but it is to be observed, that the sulphurous acid, which is invisible, also produces destructive effects upon vegetation, for it is not only injurious in itself, but, by exposure to air and moisture, it is converted into the more powerful sulphuric acid. Great, therefore, as is the damage produced by the sulphuric acid, that resulting from the sulphurous acid must be still greater.

On analysing the vapours of the copper ore, it appeared that the proportion of sulphurous acid was to that of the sulphuric acid upwards of three to one.

The quantity of water used in condensing the vapours from the copper ore, as practised according to the patented plan, was found to be at the rate thirteen and a half cubic feet, or about 937 lbs. per minute.

This quantity might be greatly diminished by an improvement which has been suggested in the mechanical mode of its application; and it should be remarked, that the water is so very slightly impregnated with the acid vapours, that it may be again and immediately employed in a succession of apparatus for washing and condensing additional quantities of vapours from other retorts.

The quantity of water employed will not, we conceive, be found to be objectionable, as a small portion only of the fuel saved in the process of calcination will be required to obtain the steam power necessary to keep up the supply; for it will be seen that, even supposing that the 937 lbs. of water per minute were not used a second time, and admitting it would be necessary to raise the water fifteen feet, each furnace capable of calcining eight tons of ore in twenty-four hours would require a power rather exceeding one-third of a horse power, and taking a consumption of ten lbs. of coals for each horse power per hour, there would have to be deducted from the coal saved in the process of calcination about 90 lbs. for the power required to supply the water. We have supposed it requisite to raise the water fifteen feet, because we consider that to be an extreme case; but, probably, in many instances, a direct flow might be obtained: and we would also state, that we conceive there is no objection to the use of sea water.

After the most careful consideration of the subject, we are of opinion that the invention is new, useful, and decidedly successful, and that it is not only deserving the attention of the owners of copper works, as offering an economical mode of carrying on the process of calcining copper ore, but that it is also of the highest importance to the land owners and the public in the vicinity of copper works.

R. PHILLIPS, Mus. of Economic Geology, Craig's-court.
W. CARPMAEL, Lincoln's-inn.

* Among others, Mr. Phillips repeatedly and successfully made trial of this very efficient test of the absence of sulphurous acid, and could scarcely perceive a trace of it, and was satisfied no appreciable quantity escapes into the air.

IMPROVEMENT IN MECHANICS.

The great overshot wheel, erected by the Kilgetty Colliery Company, at Merrixton, near King's Moor, Pembrokeshire, was set to work on Saturday, the 7th inst., in the presence of a large assembly of the ladies and gentlemen in the neighbourhood. This wheel, we believe, is the most powerful in the Principality, being of 75-horse power; the diameter is forty feet, and it is seven feet wide on the breast, and the buckets hold water more than one-third of the circumference. It is fixed in a manner that is quite novel in this country, the wheel being so closely shut in by finely-executed masonry, that the escape of water, without going to the buckets, is impossible. It works by eccentrics, giving a horizontal motion to the cranks, being the first application of this mechanical arrangement to such a purpose. It is adapted to work two pumps, giving twelve strokes a minute to each pump. The water is diverted from the stream about two miles from the wheel, and it is brought to it across the valley by an aqueduct, extending 300 feet in length, and from thirty to forty feet high. The wheel will supersede the use of steam power in the colliery, and it is contrived that, in time of drought, the water to be raised by the wheel will assist to drive it. The whole arrangements of the wheel are new applications of mechanism, and great improvements on plans hitherto in use. Considerable attention has been given to these works by parties who are not interested in them; and in the immediate neighbourhood, where so much enterprise at the present moment is in active operation in mineral undertakings, they well deserve the attention of all parties engaged in such enterprises. The works are close to the new road leading to Hobbs' Point, and may be conveniently inspected by parties travelling that way. The wheel and machinery were designed and executed by Mr. Thomas Dyson, of Downham, in Norfolk, where the wheel was made, and he has personally superintended the execution of the whole work. Although the wheel was made in order to drain the mines by pumps, it is understood the parties have since been advised to try instead the patent hydraulic belt, and intend to adopt it. A model was exhibited, and excited much surprise at the simplicity of the effective mode to raise water it had on a small scale.—*Cambrian.*

We understand there is a great want of good workmen at the island of Cumbrae, in consequence of the Greenock Railway contractor having opened his large new quarries there, for the purpose of getting blocks of stone to place the rails on.—*Greenock Advertiser.*

PUBLIC COMPANIES.

MEETINGS.

South-Eastern Railway	London Tavern	Dec.	23	1.
Bahia Stone Navigation	George and Vulture		30	1.
Tretoll Mining Company	7, St. Mildred's-court		30	1.
Canada Company	St. Helen's-place		31	1.
Bolivar Mining Association	9, Warnford-court, City		31	1.
Colonial Bank	London Tavern	Jan.	1	1.
Equitable Discount Society	37, Great Marlborough-street		8	11.
London Joint-Stock Bank	Princes-street Office		11	1.
Australasian Agricultural Company	12, King's Arms-yard		21	1.

CALLS.

Wheal Elizabeth Mine	1l.	Dec.	21	Bosanquet and Co.
Durham County Coal Company	24l.		28	Williams; Darlington District.
West Wheal Jewel Mining Assn.	10s.		31	London and Westminster Bk.
Sheffield and Manchester R'way	5l.	Jan.	1	As former calls.
London and Birmingham R'way.	8l.		5	67, Lombard-street.
Mount's Bay Mining Company	5s.		8	British Australasian Bank.
Eastern Counties Railway	3l.		10	London and Westminster Bk.
Union Bank of Australia	24l.		11	Glyn, Halifax, and Co.
Glasgow, Paisley, & Greenock Ry.	5l.		11	London & Westminster Bank.
Rio Doce Company	14l.		16	Barnett, Hoare, and Co.
Rose-Down Mining Company	5s.		21	Bosanquet and Co.
Fire Preventive Works	1l.		28	London Joint-Stock Bank.
Edinburgh, Leith, & Newhaven R.	2l.	Feb.	1	Williams, Deacon, and Co.
Eastern Coast of Central America	1l.		1	60, Moorgate-street.
Cheltenham & G. Western R'way	7l.		10	Roberts and Co.
Rhymney Iron Company	5l.		13	7, Laurence Pountney-hill.
General Reversionary Interest	10l.		14	Drummond, Charing Cross.

DIVIDENDS.

Holmbush Mining Company	1l. per share	New Broad-street.	Dec. 26.
West Middlesex Water-works		Office, Marylebone.	Jan. 6.
Bank of British North America	15s. per sh.	7, St. Helen's-place	6.
East London Water-works		St. Helen's-place	1.
National Provincial Bank of England	5 per cent.	13, Austin-friars	13.
National Bank of Ireland	5 per cent.	13, Old Broad-street	13.
Reversionary Interest Society		17, King's Arms-yard	15.
Bank of Australasia	4 per cent.	8, Lothbury	15.
Provincial Bank of Ireland		47, Old Broad-street	15.
Hungerford Market Company		9, Villiers-street.	
South Caradon Mine	10l. per sh.	Office of the company.	
Durham County Coal Company		Offices of Company.	

WEEKLY RAILWAY TRAFFIC RETURNS.

LONDON AND BIRMINGHAM RAILWAY.

[*Length of Line*, 112¼ *miles.*]

The gross amount for conveyance of passengers, parcels, carriages, horses, and mails, for the week ending the 14th December	£9,756 3 7
For merchandise for the same time	1,603 10 10
Cattle	217 1 9
Total	£11,576 15 5

GREAT WESTERN RAILWAY.

[*Length of Line opened*, 31¼ *miles.*]

		Carriages.	Cattle.	Passengers.	Amount.
Thursday, Dec.	12	42	6	1454	£305 2 6
Friday, „	13	39	7	1491	295 16 9
Saturday „	14	41	9	1520½	309 0 1
Sunday, „	15	15	–	744	158 14 11
Monday „	16	34	9	1504	299 16 9
Tuesday „	17	42	3	1433	296 17 10
Wednesday „	18	42	6	1382	296 1 2
		Merchandise for the week ending the 15th			197 16 5
					£2162 5 9

LONDON AND SOUTH-WESTERN RAILWAY.

[*Length of Line opened*, 58½ *miles.*]

Total receipts for passengers, parcels, &c., on this line for the week ending December 15, £975 13s. 4½d.

EASTERN COUNTIES RAILWAY.

[*Length of Line opened (to Romford)* 10½ *miles*]

Passengers to December 8	152,989
Ditto, for the week ending Dec. 15	2,694
Total passengers	155,683

LONDON AND GREENWICH.

[*Length of Line*, 3¾ *miles.*]

Friday, Dec.	13	£103 16	7
Saturday „	14	106 9	6
Sunday „	15	109 2	2
Monday „	16	123 4	6
Tuesday „	17	114 12	9
Wednesday	18	113 12	11
Thursday „	19	109 19	6
Total		£781 16	11

LONDON AND CROYDON.*

[*Length of Line*, 10¼ *miles.*]

Friday, Dec.	13	£ 57 2	1
Saturday „	14	54 13	0
Sunday „	15	58 7	4
Monday „	16	66 4	5½
Tuesday „	17	64 6	6½
Wednesday	18	57 0	4½
Thursday „	19	45 15	3
		£403 8	0

NOTICES TO CORRESPONDENTS.

CARBONATE OF BARYTES.—In reply to "W. A. E. and Co.," a correspondent thinks the London Alkali Company use carbonate of barytes. Their counting-house is in Austin Friars, and their manufactory at Birmingham.

"T. W."—We are obliged to our correspondent for his favour, which we are glad to find confirms the information derived by us from another source, and remarked upon in our Journal of this day. We shall be glad to receive the *Miners' Journal*, the success of which has our best wishes.

The letter of "N. K." came to hand, and shall meet attention. Will our correspondent "remember that he don't forget" his promise of the paper on the coal-fields of Ireland—more especially the anthracite district?

The "Commodore's" commission shall be attended to. We doubt not that shortly after the meeting of Parliament he will get a "move," we hope to his satisfaction.

The letter of our correspondent, on the "Vauxhall Bridge Company," shall appear in our next, if authenticated.

The letter of our correspondent, "Argus," on the "St. Mildred's-court" committees, shall meet attention. We must, however, have something specific, and properly authenticated. Our correspondent need not be afraid but that we will do our duty, if others are neglectful of theirs.

MINING INTEREST.—The following subscriptions have been received:—

Joseph Johnson, Liverpool	£10 10
John Williams, Gwennap	5 5

The communication from the "Glen" came safe to hand.

THE MINING JOURNAL,

Railway and Commercial Gazette.

LONDON, DECEMBER 21, 1839.

The remarks made in a former Number on the process patented by Mr. TROUGHTON, having for its object the prevention of the escape of those sulphurous gases and vapours in the smelting of copper ores, which are found to have effects so prejudicial, have elicited from Messrs. BENSON, LOGAN, & Co., a letter on the subject, which will be found inserted in another place, as also the report therein referred to. Our observations were made in the absence of any precise information as to the success which had attended the experiments, having, in the absence of its application at other works, or its continuance (we believe) at those of Messrs. BENSON, LOGAN, and Co., arrived at the conclusion, that the process previously patented had not been attended with the success anticipated, and, hence, the second patent, noticed in our last week's Journal, having been secured by Mr. TROUGHTON.

It is gratifying to find that, in the opinions then expressed, we were in error, as it would appear that the experiment was successful in its results, which, however, will be better seen by reference to the report itself.

The importance to be attached to any improvement of the nature patented by Mr. TROUGHTON is so self-evident, that it requires no exemplification on our part, for, not to advert to the prevention of the nuisance complained of in the vicinity of smelting works, and the prejudicial effects arising therefrom, the saving alone in fuel in the process of calcination of the *ores* is of the first consequence. It is stated that the quantity of fuel used in the calcination of eight to nine tons of ore was 13 cwt., whereas, by the mode adopted at present, from 30 cwt. to 35 cwt. of coal is consumed in this operation—thus reducing the quantity about 60 per cent. If, then, we consider that no other beneficial result was attendant on the application of the patented process, it is manifestly clear, that at the smelting works of two companies alone (Messrs. VIVIANS' and Messrs. WILLIAMS'), whose make we assumed, in a late Number, at 250 tons of copper weekly, the quantity of coal consumed in the calcination of the ores required would be in the ratio of about two tons of coal to the calcination of ten tons of copper ore—equal to 500 tons weekly—of which three-fifths, or 15,000 tons would thus be saved annually, which, if taken at 5s. per ton, would make a saving of nearly 4000*l.* a year; and this calcination, it will be observed, is confined to the *ores* in the primary stages, and to the operations at the establishments of *two* smelting companies.

On analysing the ore, after calcination, it appears that 4 per cent. of sulphur is driven off in the operation, leaving, however, 10 per cent. of sulphur in combination with the copper, iron, and other matters, of which the ore is composed. From this statement, we are led to infer, that about one-third of the sulphur contained in the ore is extracted, but whether the sulphur so separated from the ore is rendered available as a merchantable produce does not appear, nor do we clearly understand how the effects are produced by the extraction only of 4 per cent. of sulphur, when 10 per cent. is left in combination with the ore, unless we are to understand, that the process takes away, in the operation of calcination, 4 per cent. of sulphur—at the same time, that the gases, or vapours, passing through the tunnel, or trough, and subjected to the action of water, are rendered innoxious. The patent, as we thus understand it, from the report before us, would appear to be confined to the roasting process, in which a saving of fuel to the extent of three-fifths is effected, and 4 per cent. of sulphur withdrawn—the remaining 10 per cent., which becomes separated in the subsequent treatment in the reverberatory furnaces, being allowed to escape—and hence the patent of Mr. TROUGHTON remedies only to the extent of one-third the evil complained of.

Upon further inquiry, which we have instituted since the report has come to hand, we find that the calcination process is carried on in an after stage, when the "regule" is formed as "granulated copper;" the like mode of calcination by Mr. TROUGHTON's patent being then adopted, and by which nearly the whole of the sulphur is condensed and prevented from escaping, little or no sulphurous vapour arising from either the roasting or calcination of ores in the first stage, or the subsequent treatment of the "regule."

It will afford us much pleasure to insert the communications of Correspondents on so interesting and important a subject, more particularly as we consider that the object is as yet but partially attained. The miner is, however, much indebted to Mr. TROUGHTON for what he has already done; and the facilities afforded him by Messrs. BENSON, LOGAN, and Co., do those gentlemen much credit. It is too frequently we find prejudices to exist where any innovation in the shape of improvement on old processes is contemplated, more especially by patent; while to expect assistance or liberality on the part of those whose interests are most likely to be benefitted would be futile on the part of the projector. It is not sufficient that he discover an improved process, but after paying hundreds of pounds to secure his patent right, and risked a large sum in carrying out his experiments to a satisfactory result, still it is necessary that he should bring it into action, and to this must be attributed the failure of many patents, not from want of merit, but the want of patronage and co-operation.

We trust that the gentlemen whose letter we insert this week on the subject, will continue to afford their aid in carrying out the second patent, to which we have directed the attention of our readers, so that the advantages may be reaped by the miner; for inasmuch as there is no reason for a reduction in the price of metallic copper, while the present demand continues, there is ample room for an improvement in the price of ores; and without, on the present occasion, re-opening the question of the difference which exists in the prices of ores and metal, we may assume, that any reduction in the cost of manufacture must tend to the benefit of the miner.

We have, in our late Numbers, directed attention to the application of "anthracite," or stone coal, which has been followed up by the letters of several correspondents on the subject, which we find to excite much interest. In our present Number will be found a letter from "Observer," whose views we should be glad to see carried out, while we regret that the "Anthracite Association of South Wales" should have rejected the consideration of the question of the promotion of its use in the manufacture of iron—as, however considerable may be the demand for steam navigation or locomotive engines, we deem this one of the most important objects to which their attention should be directed; and we are borne out in the opinion we have so oft expressed, that the value of Mr. CRANE's patent has been undervalued, by a letter received from a friend in America. "Anthracite coal," observes our Correspondent, "succeeds perfectly well here in the making of iron under Mr. CRANE's patent, the furnace near Pittsville, Pennsylvania, having made fifty-two tons of iron last week; its size is similar to that employed by Mr. CRANE in South Wales, but which, I think, does not make more than thirty-five tons weekly." Here, then, is an instance of the value to be attached to the anthracite coal district, and, considering the demand which there has been from America for railway iron, it forms a new feature, when we find them using anthracite in the manufacture of iron on that side the Atlantic, and thereby, in a great measure, rendering themselves independent of this country. We are perfectly aware, that the iron so produced from anthracite, requires to undergo a further process, ere it becomes adapted for railway iron, and to this point the attention of the association should be directed, to encourage patentees, or parties who may have discovered any mode by which anthracite may be used in this second process, which we believe has not yet been done, although some imperfect trials have been made. For ourselves, we entertain no doubt but that it will be effected at an early day.

The main question, we consider, for the association and for the coal proprietor to consider is, how the coal may be brought into *general* use. We find that Mr. PLAYER's patented furnace is calculated to render its adoption for steam navigation probable. The advertisement which appeared in our columns of last week, with reports from several engineers in America, afford evidence the most satisfactory, that anthracite is applicable to locomotive engines on railways—anthracite coal having "been used for the last three years with entire success and satisfaction, and no difficulty being found in driving them fully with the use of that fuel." We may therefore say, that in these two cases there is every probability of its general adoption at an early period.

Since writing the foregoing we have been favoured with the letter of "T. W.," enclosing an extract from an American publication, styled the *Miners' Journal*—a title so nearly allied to our own, that we are well disposed to believe that the publication of the *Mining Journal* in this country led to the appearance of our American contemporary. We have not yet seen the Journal in question, but are glad to find that others are labouring in the field. The extract referred to will be found fully to corroborate the statement of our correspondent, whose letter we quoted, as to the make in America; while "T. W.," very properly directs attention to the prospect of America proving a formidable competitor with England in the foreign markets besides supplying themselves, they now possessing the means, by the use of anthracite coal, of making iron.

If this question be seriously considered by the iron trade, and by capitalists, it must at once be admitted that South Wales affords a field for enterprise beyond any other of the present day. With a vast tract of coal extending over many miles (varying, however, in its nature and properties), and with abundance of ironstone, we cannot but prophecy that the time is not far distant when we shall find the anthracite district a rival to those gigantic works in South Wales, which are distant from, and dependent on, the bituminous coal.

We cannot but revert to the statement laid before the "Liverpool Polytechnic Society," in which the subject was considered. Mr. JOSEPH JOHNSON, in the paper then read, states that the aggregate number of furnaces in South Wales is 122, out of blast 7, building 31, and contemplated 91—making in all 251 furnaces, which, allowing an average produce of sixty tons per week (Mr. J. says eighty tons), would yield at least 750,000 tons of cast-iron per annum, being equal to at least three-fourths of the make of the entire kingdom.

The subject of the iron trade, however, is one to which we shall have to direct attention in an early Number of the *Mining Review*, and which, therefore, calls for no further observation on the present occasion.

We last week briefly noticed the circumstance of the sale at Liverpool, of a small parcel of ore from the Ballymurtagh Mine—a prudential measure, we are led to believe, in the absence of any direct information on the part of the company, to ascertain the difference, (if any) which existed in the prices given by the Smelting Companies at the tickettings at Swansea and those at Liverpool. It is only by competition, whether created in this manner or by the formation of an independent smelting company, in which the mining interest may be fairly represented and protected, that ever satisfaction can be given, or, as we believe, fair play secured. We have not space to enter into the subject at that length which its importance demands, and, therefore, propose simply noticing the sale referred to. One parcel of ninety-one tons, yielding 3¼ produce, sold at a standard of 132*l.* 17s., at a price of 1*l.* 16s. 4d. per ton; and on reference to the Ticketting Paper of sales at Swansea this week, we find a small parcel from Laxey Mine, of thirty-four tons, with the like produce of 3¼, sold at a standard of 125¼, the price obtained being 1*l.* 16s. 6d. per ton. These transactions are in themselves insignificant, but as affording the means of comparison of poor ores, which are those most seriously affected, the returning charges of 2*l.* 15s. per ton being the same in such case, as on those yielding 35 to 40 per cent.; perhaps the subject will attract the attention of some of our correspondents, who will explain the difference in the standard of 7*l.* 7s., while the produce and price are found to be the same in both cases.

The sales at Swansea this last week have been very considerable; the ores from Knockmahon and Allihies (Ireland) producing nearly 900*l.*, the total amount of sale amounting to 30,018*l.* 8s. While on the subject of inequality, or irregularity of the standard, as applied to ores of a similar produce, we may extract the following sales from the Ticketting Paper before us:—

Mine.	Tons.	Produce.	Standard.	Price.	Purchasers.
Knockmahon	95	7¾	106½	£6 0 0	Williams & Co.
„	84	8¼	102½	6 14 0	Freeman & Co.
„	59	8½	106	6 15 0	Ditto.
Llywidd	35	8¾	107	6 14 0	P. Grenfell & Co.
Lackamore	35	9¼	104½	7 15 6	Ditto.

We doubt not but that our Irish friends would be as well pleased as ourselves to understand this apparent anomaly.

The monopoly in the sulphur trade has been already exposed and animadverted upon in our columns, and we now return to the subject, which has also attracted the attention of a correspondent of the *Morning Chronicle*, whose communication, addressed to the Editor of that publication, will be found in our columns of to-day. It appears from the documents that, by the stipulations of the contract entered into, the exportation of sulphur from Sicily was to be limited (in order to keep up prices) to 600,000 cantars, and on this quantity an export duty was to be levied by the monopolists of 23 carlins (8s. 4d.) per cantar, being equal to 5*l.* 8s. per ton, or 100 per cent. duty on the article, the natural price of which, prepared ready for exportation, being about 5*l.* As regards the consumption, we are informed that England alone will require a quantity equal to the entire quantity exported, and that one of the consequences resulting from this measure was that which is ever to be calculated upon in all cases where monopoly exists—the injury to, and sacrifice of, the interests and property of those who had previously embarked in the trade. We find that from 400,000 to 600,000 cwts., melted and prepared in loaves, ready for shipment to England, were stopped *in transitu*, while the working of mines held on lease by British subjects was necessarily suspended, and not only an injustice thus done to those who had embarked their capital, but an injury inflicted on the population of those districts in which the mines were situate. It appears that measures have been taken by our Government to abolish the "sulphur monopoly," and which will, we hope, remedy those evils so much to be deplored, as in this

instance, where an article of such vast importance in the arts and manufactures has been raised in price from 8*l.* 10s. to 9*l.* per ton, to at least 12*l.* 10s. or 13*l.*, having, we believe, even reached 15*l.* per ton, and thus nearly doubled the cost. Our contemporary, after remarking on the injury inflicted on the shipping trade by withdrawing "from 400 to 500 British ships annually," observes—

The monopoly would, by increasing the price, to nearly double its value, of an article required to the amount of from 25,000 to 30,000 tons annually as a manufacturing agent, impose, in addition to our many other burdens, one of at least 180,000*l.* on the production of British woven goods and threads. The profits arising from the export duty alone, exclusive of the monopoly of sale, which in London was most impudently to have been confined to one house in the City, would have been, on the limit of export from Sicily (viz., on 600,000 cantars), at the export duty of 20 taris—1,200,000, or 225,000*l.* Of this sum, however, it was agreed that the Government should receive from the company about 80,000*l.* sterling, and about 25,000*l.* or more (as we are assured by statements from Naples) was designed—much of it has already been so expended—for the purpose of corrupting, silencing, and otherwise managing the Employés of Government.

After an *exposé* of this nature, to offer any comment would be but to insult the understanding of our readers.

On reference to the correspondence received by the "Brazilian Mining Association," and inserted in our present Number, it will be observed that the correctness of the opinions we entertained on former occasions has been fully borne out. The reduction of the duty from 20 to 10 per cent., although "carried by a good majority in the session of the 9th (October) instant," it appears has been agreed upon by Mr. Duval (the commissioner of the company) shall be postponed until another year shall have elapsed. "The President has *promised*, &c.," with other hopes deferred, will be found in the correspondence, and which may satisfy the shareholders, although they do not remove the doubts we entertained and expressed. Mr. Duval continues, "I am grieved to throw a damp on the *pleasing* impression which will, I trust, be produced by the communication I have just made, by expressing my fear that the payment of your 100 contos of reis will be delayed until next year." Why, we never entertained a doubt on the subject as to the delay, and shall most heartily congratulate the shareholders if they recover, this time twelve months, or, judging from past experience, we might say, years, their deposit so dishonestly withheld from them. But a truce to the Brazilian government, to their promises, and to their chicanery. It is with pleasure we find the very considerable increase which has taken place in the produce of the mine, the last eight days' return having yielded 95 lbs. of gold. We trust that a continuance and increased produce may attend the enterprise and efficient management, which we believe to be exercised in the prosecution of this undertaking.

A question has been raised, which will form subject for discussion in a court of law, as to the construction put upon the word "Mine," as applied to underground operations; it being contended on the part of some parties that the term "mine" is only applicable to mineral deposits, but which, we believe, has been already overruled—a "mine" being, in a legal sense, construed as applying to any excavation or underground operation, which may partake of workings carried on in a "miner-like manner." Hence, a quarry, although not yielding mineral produce, will be construed as coming under the denomination of a "mine," that is, where levels are driven, drifts carried, shafts or pits sunk, or machinery employed to either of these appliances whereby the material is obtained—such being the legal construction put upon a "mine." We are not prepared to say whether a quarry, worked open-cast, would come under this definition: our opinion is, decidedly not—but when worked by level, either on the bed or at a depth to intersect the same at a certain distance, or by shafts, no question, we consider, can arise but that the working is that of a "mine." As the matter will, in all probability, form subject, as we have already observed, for legal discussion and opinion, we shall await the result, when we may have to say something more, with references to cases already determined. In the interim we invite the attention of our correspondents.

LATEST INTELLIGENCE.

Redruth, Dec. 19.—Average standard, 106*l.* 2s.— Average produce, 8¼.—Average price, 6*l.* 0s. 6d.—Quantity of ore, 1324.—Quantity of fine copper, 110 tons 7 cwts.—Amount of money, 806*l.* 10s. 6d.—Average standard of last sale, 109*l.* 5s.—Produce, 7¼.

City, Twelve o'Clock.—Consols, Account, 92¼ ¼; Three per Cents Reduced, 90¾ ¼; 3¼ per Cents Reduced 98¾ 9; Long Annuities 13¼; Exchequer Bills, 5 2 dis.—Birmingham and Derby Railway, 23 dis.; Blackwall, 3¼ 2¼ dis.; Brighton, 14¼ 13¾ dis.; Bristol and Exeter, 28 dis.; Eastern Counties, 13 12¼ dis.; Croydon, 9 9¼ per share; Greenwich, 12¼ ¼ per share; Great Western, 7¼ 6¾ dis.; Gloucester and Birmingham, 40 39 dis.; London and Birmingham, 52 pm.; New, 13¼ pm.; Manchester and Birmingham, 12 dis.; Manchester and Leeds, 7¾ 8¼ pm.; North Midland, 9 8 dis.; London and South-Western, 38¾ per share.—London and Westminster Bank, 21¼ per share.

Prices of Shares in Birmingham.—Birmingham and Midland Bank, 40*l.*; Town and District, 7*l.* 7s. 6d.; Gloucestershire Bank, 30*l.*—Birmingham and Gloucester Railway (70*l.* paid), 43*l.*—Grand Junction Canal, 182*l.*—*Midland Counties Herald.*

Prices of Shares in Liverpool.—Chester and Birkenhead Railway, 40*l.*; Eastern Counties 5*l.* 5s.; Edinburgh and Glasgow, 10*l.* 12s. 6d.; Grand Junction, 203*l.*; Great Western, 76*l.* 10s.; ditto, new shares 16*l.*; London and Brighton, 15*l.* 7s. 6d.; Manchester and Leeds, 67*l.*; Midland Counties, 60*l.* 15s.—*Gore's Liverpool Advertiser.*

Exportation of the Precious Metals.—The exportation of the precious metals from the port of London to foreign ports for the week ending the 12th inst., was as follows:—Gold coin to Hamburgh, 537 oz.; New York, 59 oz.—Silver to Hamburgh, 2899 oz.; Madeira, 4622 oz.; Jamaica, 4000 oz.

Tredegar.—Prosperity of the Iron Trade.—The sum of 6000*l.* for five weeks' wages was paid in cash on Saturday last, at the office of the Tredegar Company, being the largest amount ever paid for wages at this place on any single occasion. Three individuals, master workmen, alone received 1500*l.* to pay the men working under them; 300*l.* out of this sum came to the share of one of these masters, who is called a sinker, and employs fifteen men. By reference to this latter amount, some idea may be formed of the high rate of wages given at the iron works, as it will be borne in mind that in addition to the cash payments, each workman's family has throughout the month an almost unlimited run of the company's shop for grocery, provisions, clothing, &c., &c., still the supply of labour is scarce, and promises to be shortly more so, in consequence of rapid preparations now making by the best of masters, Samuel Homfray, Esq., and the other spirited proprietors of Tredegar works, to erect four new furnaces, which, when completed, will require to work them in every branch at least 1500 additional workmen.—*Hereford Times.*

NEW COMPANIES

Under this head we propose to notice weekly the several new projects which may be brought forward, and to which public attention is directed, through the medium of the press or otherwise, confining ourselves, however, to "Public Companies," and briefly noticing their objects with such general information as is conveyed by the prospectuses, or which may be gathered from other sources, on which reliance may be placed. We shall, therefore, feel at all times obliged for particulars duly authenticated, on subject of projected companies; and while it will be our object to avoid the exercise of bias in favour of any particular undertaking, we shall at the same time endeavour to collate such information as is calculated to afford to the capitalist the opportunity of judging of its merits, and the correctness of the opinions put forward in the representations of he projectors.

VALE OF NEATH AND SOUTH WALES BREWERY COMPANY.

Capital 100,000*l.*, *in* 5000 *shares of* 20*l. each.*

This company is formed with the object of supplying an extensive manufacturing district with "a wholesome unadulterated beverage, at a moderate cost." The directors we believe to be composed of gentlemen of high respectability, and the prospectus appears to hold out fair inducements for the investment of capital. If Teetotalism do not progress in South Wales, as under the auspices of "Father Mathew" it has done in Ireland, we augur that the returns contemplated by the projecters, of 10 to 20 per cent. per annum, on the capital embarked, will doubtless be acquired.

WEST OF IRELAND STEAM NAVIGATION COMPANY.

Capital 250,000*l.*, *in* 25,000 *shares of* 10*l. Deposit* 1*l.*

The objects of this company will form subject for notice in our next Number.

LONDON, EDINBURGH, AND DUBLIN LIFE ASSOCIATION.

Capital 500,000*l.*, *in* 50,000 *shares*, 10*l. each. Deposit*, 2*l.* 10s.

This is one of the many companies which have sprung up during the past few years, having for its object the promotion of life assurance, which we believe to be at this moment making considerable advances, and highly deserving of encouragement. That so considerable a portion of the community as 100,000 individuals should have been assured in the various assurance companies already established is to us not a matter of surprise, and we feel assured that it only requires the exercise of the energies and influence of the directors, and those interested, to add very considerably to the number of assured. The advantages held out by this company are such as to leave no doubt on our mind but that its establishment will tend to the advancement of the object in view, and we cannot doubt the success of the company, or the advantages which may be calculated upon. Space will not allow us to enter into the subject more fully on the present occasion, but we shall return to it next week.

ORIGINAL CORRESPONDENCE.

IMPROVED PROCESS OF TREATING COPPER ORES FOR SMELTING.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—In a prominent article in the *Mining Journal* of the 14th inst., we observe some remarks expressive of a doubt as to the success of a plan patented by Mr. Troughton, and put into operation by us, to prevent the escape into the atmosphere of the sulphurous and other noxious vapours evolved during the process of calcining copper ores.

As we cannot allow such an erroneous impression to go uncontradicted, and as any statement of our own in respect to the patent would be considered interested, we beg to send you a copy of a joint report made on the subject by Mr. Richard Phillips, the celebrated chemist, and Mr. William Carpmael, of Lincoln's Inn. The former of these gentlemen was many years ago called upon to report on various attempts to effect the same object—and both of them are well-known men of practical science—and after the decided opinion they have expressed of the perfect success of the plan in question, it is unnecessary for us to say anything further, than that we have intimated to the various proprietors of copper works in this vicinity our readiness to treat with them for the use of the invention.

We are, Sir, your obedient servants,

Forest Copper Works, Swansea, Benson, Logan, & Co.
Dec. 16.

[On subject of the letter of Messrs. Benson, Logan, and Co., some remarks will be found in another column, and the report therein referred to also is inserted, to which we would invite the particular attention of our readers.—Ed. M. J.]

ON THE "SAFETY LAMP"—ITS SECURITY.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—In your Journal of the 30th ult. appeared a paragraph, "On the Safety Lamp," copied from a letter in the *Mechanics' Magazine*; it was my intention, when I read it, to have made a few remarks on the subject, but professional pursuits have prevented me doing so until to-day, therefore, I shall now feel the obligation of your finding room in your Journal for an observation or two, in the sincere hope that both manufacturer and vendor may seriously reflect on the dangerous and culpable impropriety of supplying an imperfect lamp, whereby the most afflicting calamity may in one moment occur.

I have had frequent occasion to point out to colliers the imperfection mentioned in the letter above alluded to, and only a few days since it became my duty to inspect a work—a portion of which was full of "fire"—and not having any of my own lamps with me, I was induced to examine the one placed in my hands, and on unscrewing the gauze cylinder, and looking end-ways at its immediate connexion with the brass ring attaching it to the lamp, I there detected openings sufficiently large to allow of small shot being dropped through. This was a new lamp—and many others then examined were equally unsafe; I, therefore, as a temporary precaution, stopped up such orifices with clay, so as to enable me to perform the requisite services, and I have no hesitation in stating my firm conviction, that had I not done so, this lamp would have fired—that portion of the mine then under investigation being filled with an explosive atmosphere.

Would it not be, Mr. Editor, most desirable that all lamps should be submitted to a strict examination by competent judges before they leave the workshop of the manufacturer? This is a subject where legislative enactment would, beyond all doubt, produce beneficial results; and it becomes the duty of all who are connected with mining pursuits to bring their knowledge and experience before the public, as I am quite convinced that the real "safety" lamp of the great and talented inventor is positively what its name infers—that is, the means of safety when well and honestly manufactured, and placed in the hands of steady men accustomed to its use—in fact, nearly all investigations, both legal and otherwise, have proved that the innumerable frightful accidents that have occurred within the last twenty years have arisen from imperfection in the fabrication of the lamp, or from shameless carelessness in its use.

I remain, Mr. Editor, your most obedient servant,

Neath, Dec. 19. Lionel Baugh.

[We thank our correspondent for his communication, which is of that nature peculiarly adapted to the Journal, and one which is of interest to the community at large, as involving the consideration of a subject so important as that of the safety of human life. We trust that our legislators, whether connected with the mining districts or otherwise, will exercise the privileges and powers vested in them, of drawing the attention of Government to the passing of a legislative enactment, which shall have for its object, the preservation of life from the fatal results attendant on the shameful negligence in the manufacture of the safety lamp; but we would go further than our correspondent, we would require that in all cases where "fire" or "choke-damp" is known to exist, that a penalty should be inflicted in every case where any other lamp than that of the safety principle shall be used. We are to have inspectors of steam-boats—a very necessary measure—should we not then have some legislative enactment on a matter of so much interest as the present?—Ed. M. J.]

ANTHRACITE—MR. PLAYER'S PATENT.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—The leading article of your Journal, of the 14th December, was devoted to a subject which is, at the present time, one of great public interest—that is, the various applications of anthracite. It appears that a Mr. Player has taken a patent for a method of using anthracite, and that a Mr. Wrey is disputing his claim to the invention, stating that he himself has been in the habit of using anthracite in that way for fourteen years, and that Mr. Watt took out a patent in 1785 for a similar plan of charging fires—the fact is, that that is perhaps the oldest form of furnace known, as it was in use by the earliest chemists, and termed the "Athanor" furnace, but being generally used with bellows, the strange-looking little chimney, feeding funnel, or hopper, was kept closed at top.

I am, Sir, your obedient servant,

Dec. 19. Alchymist.

[We have already devoted much space to this subject; its interest, however, warrants the insertion of our correspondent's letter. We are anxious to see anthracite brought into general use, but we hope that the services of those who may, by their exertions and inquiries, lead to so desirable a result, will not be sacrificed at the shrine of Mammon by the want of honesty or liberality on the part of those benefitted. More than one will perfectly understand us.—Ed. M. J.]

ON IRON MANUFACTURED WITH STONE COAL.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—The *Mining Journal* of the 14th was pleased to notice my letter of the 4th, "On the Manufacture of Iron with Anthracite," and to refer me to the Anthracite Association of South Wales. I was aware of the existence of such an association, and have had some correspondence with the committee on the subject, but was given to understand that their immediate object was to find a market for the coal, independent of the iron manufacture, their chief aim being for steam navigation, locomotive engines, and foundry purposes, as a substitute for coke. I had also mentioned the subject to some gentlemen deeply interested in anthracite property, but it seemed to be received with a sort of apathy somewhat inexplicable. I have lately been through the district, and find that no advance whatever has been made beyond what Mr. Crane had accomplished three years since. Certainly, several companies are making preparations to begin to work, but it did appear to me as if each party was holding back until they saw what the others could do. Under these impressions, I was induced to address my letter of the 4th inst. to you, in the hope that it might attract the attention of parties who would take the matter up.

You are, Mr. Editor, assuredly mistaken as to my lucubrations on the iron trade. I am, Sir, your obedient servant,

Liverpool, Dec. 18. Observer.

[Our correspondent will find some remarks in another place on the subject of his letter. We are not sorry to find that we were "mistaken" as to the "lucubrations on the iron trade," emanating from "Observer," as we find that we have two able correspondents, whose "lucubrations" we hope to see frequently in our columns.—Ed. M. J.]

PROPOSED ASSOCIATION FOR WORKING ANTHRACITE.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—I take the liberty of referring you to my letter of the 3d inst., on the subject of an Anthracite Coal Company. From your comments upon it in the Journal of the 14th inst., it is evident you had quite misunderstood the purport, which was, that the company should combine the business of ship-owners and coal merchants—not to consist of coal merchants, nor to comprise any number of these already established, but an independent company of anthracite proprietors and capitalists. They should be ship-owners, both to ensure sufficient ships to take the coal to market and as a source of considerable profit; coal merchants, in order to supply consumers direct with true anthracite, without the chance of its being mixed with other coal in the hands of retailers. Such a company might assist most materially in the introduction of anthracite into general use, whilst it would afford a large profit to the shareholders if the affairs of the company were judiciously managed, and conducted with spirit. As Mr. Wrey observes, there is anthracite of good, of bad, and of indifferent qualities. The company should of course have an opportunity of purchasing on the best terms in Wales—have ships of the most profitable class for colliers, and deliver the coal in London with the smallest possible amount of charges upon it. All of which being taken into account, should leave a handsome profit, while the consumer would be assured of having real anthracite supplied to him.

I am, Sir, your obedient servant,

London, Dec. 18. Spectator.

[We are glad to find that our correspondent coincides in the views taken by us. We confess, that when he spoke of "coal merchants," we adopted the term in its usual acceptation, and did not understand him to mean that the company were to become "anthracite coal merchants." The deceptions practised in the coal trade will never be remedied but by the establishment of independent companies—and that of an anthracite company, without "flame," would, doubtless, succeed, and not like other projects, end in "smoke."—Ed. M. J.]

BRAZILIAN MINING COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—May I be allowed, through the medium of your Journal, to express some surprise that a meeting of the Brazilian Company (Cata Branca) has not been held since the return of Captain Cotesworth to this country? I see this gentleman's name mixed up with other meetings, and I cannot help thinking that an opportunity should be afforded him of supplying all the information in his power as to the state and prospects of the company, with which he is more immediately connected. Large remittances of gold have arrived from time to time, and without meaning in the slightest degree to question the good management of the directors, yet it would be highly satisfactory to shareholders residing in the country to know how it has been disposed of, and whether there is any chance of a dividend being soon declared.

I am, Sir, your obedient servant,

Devonport, Dec. 17. Cornubiensis *.

[We give insertion to our correspondent's letter, but must express our opinion that the proper course to have been pursued was that of addressing the board of directors, and not a public journal. We are at all times ready to notice any dereliction of duty on the part of directors, but as there is, no doubt, either a deed of settlement or code of rules and regulations whereby the duties of the board are defined, we presume that the question rests alone with them as to the expediency of convening a special general meeting of the shareholders. We are not aware whether the meetings of the directors are yearly, or half-yearly, but as a power doubtless exists on the part of the proprietors to call a meeting, should the directors refuse to do so upon a requisition being presented, we think our correspondent premature. We, however, fully agree with "Cornubiensis," that before Captain Cotesworth mixes himself up with other meetings, and volunteers opinions on the prospects of other undertakings, he ought to enlighten the shareholders of the company, whose officer he is. We believe, however, that every information may be obtained on application at the office of the company, as we have ever found such to be the case, and surely our Devonport correspondent, although too far distant to attend himself in person, might depute some friend to make inquiries, and thus render unnecessary communications like the present, which at least are calculated to throw a doubt on the motives which influence those on whom the management devolves.—Ed. M. J.]

USE OF ANTHRACITE IN AMERICA.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—The interest which you, and many of your readers, take in the manufacture of iron with anthracite, induces me to inclose the annexed extract from the American *Miners' Journal*, which you may not have noticed. The furnace alluded to, is worked under a license from Mr. Crane, of Ynisedwyn Iron Works; and it proves, like many other operations in manufactures, that our Trans-Atlantic brethren are not checked by prejudices, as we are. Many other furnaces are in progress of erection, and, as the supply of anthracite in Pennsylvania is inexhaustible (for they have one vein sixty feet thick), we shall eventually find the Americans most formidable competitors in the foreign markets which we now supply with pig-iron. As the Americans will, doubtless, follow us in the use of anthracite as a fuel in marine engines, as they have done for smelting iron, we ought to investigate, more closely than we have done, the various other operations in which they have successfully used that fuel, as a single glance at the consumption, which, in the *Mining Journal* for this year, amounts to between 900,000 and 1,000,000 tons, proves that the absence of bitumen must be very advantageous in many cases.

Liverpool, Dec. 18. T. W.

The Anthracite Furnace.—It is no longer news to announce that the furnace is doing well; anxiety now manifests itself to know its improvement, its yield, capacity, and power. It has been a matter of repeated inquiry, how much coal it requires to make a ton of iron. We have taken pains to ascertain with precision, the exact proportion required, and can now state, that on Wednesday last, during the twenty-four hours, two tappings were made, which yielded 17,000 lbs. of pig metal by actual measurement. During the same period the stack was fed with 24,000 lbs. of coal, which makes a yield of 7 33-56th tons of iron from 10 5-7th tons of coal, or less than one ton a d a half of coal to produce a ton of iron. We have every reason to believe,

that when roasted ore is entirely used, it will not require more than one ton and a quarter of coal to the stack for a ton of metal. The amount requisite for the engine and the heating apparatus, will, perhaps, average one ton more, or two and a quarter of coal to one of iron. The average work of the furnace this week has been at the rate of fifty-two tons per week, and we may therefore calculate that every work of equal power which shall hereafter be erected, will create a consumption for about 7000 tons of coal.

COLLIERY ACCIDENTS.

TO THE EDITOR OF THE MIDLAND COUNTIES HERALD.

SIR,—In the *Mining Journal* of November 23d, I observed a letter of Admiral Bullen's, respecting his "Safety Net" for the use of miners in ascending and descending the pits; but praiseworthy as the Admiral's intentions are in devoting his time to this subject, I do not think his plan likely to be adopted, from the extra trouble it must give the men in getting into and out of his net; and, besides, it frequently happens that lives are lost and severe injuries sustained by the falling rope, when it has separated at some distance up, and the men near the bottom of the pit; in such a case as this, the Admiral's plan could afford no safety whatever. I have thought of two or three plans for this purpose, but I have from time to time deferred saying anything about them until lately, when my attention has been more exclusively turned to the subject by the numerous accidents which have occurred within the last few weeks; and the plan which I fancy is most likely to be adopted, is simply this. Instead of allowing the men to ride in corfs or baskets, as at present, I should propose that every pit should have two (what are generally called) cages, consisting of a strong top and bottom, connected with strong stays on each side; and besides the working rope, I should propose a safety rope passing over a sheave at the top of the gears over the mouth of the pit, and to the shaft of this sheave I would attach a ball regulator, which would, in case of the working rope's breaking, and, in consequence of the increased speed, rise and unship the handle of a brake, which would then act upon the sheave, and prevent the too rapid descent of the cage, in which the greatest preponderance of weight might be, and the strong top would be quite safe against the falling rope. The plan is simple, and might be adopted at a light expense, and would not be objected to by the workmen, on account of the very little extra trouble it would give them. I would also suggest that very heavy penalties be inflicted on parties going up and down pits where safety plans are adopted without using them.

There is still another evil to which I think some attention ought to be turned, and that is the very reprehensible practice of allowing men to ascend and descend the pit when chains are used instead of ropes; for a rope generally gives some notice, and if this notice were properly attended to, many accidents might be prevented; this is not the case with chains, for a link in a new chain may break the first day it is used, and should that happen at a change of turns, when the men are riding, the consequences would be awful.

If my plan is not thoroughly understood by what I have stated, I shall be most happy to send a sketch of it to your office, for the inspection of any one interested therein. I am, Sir, yours, obediently,

Llanelly, Dec. 9. H. G. RIDLEY.

[We are glad at all times to insert the communications of correspondents on subjects of such fearful interest as the present. As Mr. H. G. Ridley observed, the letter of Admiral Bullen, in the *Mining Journal*, we must confess we are somewhat surprised his letter was not addressed us, so that any comment thereon might have appeared through the same medium. We have, however, transferred it to our columns, and doubt not but that the subject will excite the attention and further notice of correspondents.—ED. M. J.]

PROCEEDINGS OF PUBLIC COMPANIES.

RIO DOCE COMPANY.

A half-yearly general meeting of the proprietors in this undertaking was held at the George and Vulture Tavern, Cornhill, on Monday, the 16th inst. JOHN SAUNDERS, Esq., in the chair.

The SECRETARY having read the advertisement convening the meeting, proceeded to read the minutes of the last meeting—which were confirmed.

The CHAIRMAN said, he would now call upon the secretary to read the report of the directors, which, he sincerely trusted, would prove satisfactory; it would, in some measure, explain the delay that had taken place in the company's affairs, and would inform them they now had a steam-boat in the river at their command, the building and construction of which would be amply described.

The SECRETARY then read the report, which was principally descriptive of the peculiar construction of the vessel, which now lay in the Thames ready to take in her cargo—the saw-mills, machinery, &c.—to be carried out to the Brazils in the prosecution of the company's intended trade in wood; she had no real keel, nor any forefoot, her bows beneath the water being perfectly round and smooth, and shelving under to a complete flat bottom, the advantages of this construction being, the enabling her to turn in a much shorter space than with a forefoot—a great advantage in narrow rivers—and her round bows, and flat bottom, enabling her to glide over obstacles in shallow waters, where, with a keel, she would run aground; to meet the disadvantages which might arise at sea from the want of a keel, she is fitted with two false ones, each of which can be managed by a power much within that of an ordinary man; her engines were also of peculiar construction, and most admirably situated to give coal and stowage room, and, at the same time, free access to every part for cleansing and repairs; she was fitted with Morgan's patent paddles; her rake gave her sailing powers hitherto unattained in steamers, and, upon the whole, she had been pronounced by scientific men, and able judges, to be a most perfect vessel in all her parts.

Mr. HEPPELL asked the name of the professional gentleman who had brought her from Southampton to London?—The CHAIRMAN said, Mr. Joseph Clarke.

Capt. DICKENSON said, there was nothing in the report to account for the delay which had taken place in getting the boat finished; nearly two years had now elapsed, and he thought some explanation would be satisfactory to the meeting.

The SECRETARY then read a letter from Mr. Humphries, the engineer, to him, dated from Southampton, in which he accounted for the delay; he had recommended the boat to be built at that place, from the facilities afforded for all the operations, and knowing at the time that plenty of hands could be obtained; such an increased demand, however, had arisen for labour in this branch of mechanics, that the men completely held their employers in their power, and worked only when they pleased; a continued season of frost, too, had set in, which kept them completely at a stand still, and to the weather, and the unfortunate drunken and independent habits of the men, who would have their fits out, he attributed all the delay which had taken place; the writer was, however, happy in being able to state that, after all the obstacles which he had had to surmount, he believed he had produced a steam-boat, which, in all her details, would bear the inspection of scientific men, and prove a source of satisfaction and profit to the shareholders.

Capt. DICKENSON was satisfied with that explanation, and they had, at all events, got their steam-boat; he was, however, fearful that all the advantages which Mr. Humphries anticipated from the change in her build would not be obtained; he thought the absence of her forefoot would make but little difference in the space she took in turning, and he much feared her want of fixed keel, and her round stem, would be productive of mischief, rather than an advantage.

Mr. HUMPHRIES said he had, after twenty-five years experience, satisfied himself that the advantages he had described would arise from the alterations he had made, and entered into a technical explanation of the form of her bows, &c.; she was not without a stem, but had an iron one, with wooden bolster over, and that again protected by a stem-band, but her bows below water were rounded off to her flat bottom, which he was satisfied would be found of immense advantage, particularly in the Brazilian rivers.

A PROPRIETOR wished to ask a question of Mr. Humphries, respecting the boat; he had been informed by a professional man that there was not sufficient play in her rudder, and that she would not steer well during calm weather at sea.—Mr. H. said, in steamers there was not required that play in the rudder which was necessary in sailing vessels; he would just mention, that the captain of the *Cyclops* had inspected every part of the vessel, and had most particularly admired the manner in which her rudder, and the parts connected therewith, were arranged.

The CHAIRMAN bore witness to the admiration expressed by all judges who had inspected her, of every part of her frame, and he thought she would prove highly creditable to Mr. H., and profitable to the company.

Mr. HUMPHRIES said, he had devoted his whole energies to the producing a boat of the most perfect construction, and he believed he had done so; in her voyage from Southampton to London she had not made one drop of water, and he thought he could challenge the river to produce another such an instance; he trusted the shareholders would give him the credit of having their interests at heart, when they recollected he was not now a young man, and though he had been offered other employments, which would have been more remunerative, and have retained him in the bosom of his family, having once given himself up to the undertaking he was determined to go through with it, and was now going to the Brazils in their service, in which, from the age at which he had now arrived, it was most probable he should pass the remainder of his days; he was, however, quite prepared to meet any blame that might attach to him, from any neglect of his duties, if such could be laid to his charge, but he assured the meeting he had, to the utmost of his ability, devoted himself to their interests.

Mr. H. THOMAS (solicitor) asked what was the amount of the liabilities of the company?—The CHAIRMAN said they were heavy, and their balance in hand to meet them was indeed very small—only about 300*l.*; it would be recollected that, at the last meeting, the directors stated that a call of 1*l.* per share would be sufficient for all the purposes of the company, and this would have been the case if the calls had all been paid up; he was sorry, however, to state, that calls upon the shares held in the Brazils, to the amount of 3452*l.*, remained unpaid, and this deficiency would oblige them to make a call of 30s. per share; the amount of the liabilities was 5200*l.*

Mr. THOMAS asked if part of these liabilities was incurred in the erection of the steam-boat?—The CHAIRMAN said, the greatest part; indeed, he might say, all was for the steam-boat, saw-mills, and machinery, which was now in readiness to be carried out to the Brazils.

Mr. THOMAS asked who had the custody of the ship's papers?—The CHAIRMAN—They are all in the custody of the directors.

Mr. THOMAS—Is there any mortgage on the vessel, or bill of sale?—The CHAIRMAN—Certainly not; gentlemen, we are not bankrupts, and should not even think of such a proceeding as borrowing on the property of the company.

Mr. THOMAS—What has the vessel cost building?—Mr. HUMPHRIES said about 11,000*l.*

Mr. THOMAS asked what was her estimated value?—The CHAIRMAN said they had not had her valued, but they had heard the rough estimates of professional men, one of whom had gone as high as 15,000*l.*, and some 10,000*l.*, 11,000*l.*, 12,000*l.*, &c.

Mr. CHARD asked if originally it had not been intended to build her by contract?—Mr. HUMPHRIES said it certainly had, and the contracts had been entered into to complete her at 31*l.* per ton, but it was so evident what kind of boat wou'd have been produced for such a sum—one in which he felt he could not trust his life to cross the Atlantic, and, consequently, one which would not suit the company—that the directors were obliged to take the thing into their own hands, and he had, therefore, entirely to build her.

Capt. DICKENSON had a few observations to make with regard to the unpaid calls by the Brazilian shareholders; he thought some strong measures ought to be adopted, even to forfeiting the shares at once.—The CHAIRMAN said he could not agree to that, they were in a very delicate situation with the Brazilian shareholders, and he thought the best plan would be to wait until the steam-boat reached that country, when he felt satisfied the call would be responded to.

A PROPRIETOR thought some lenity ought to be shown to the Brazilian shareholders; the concern was established here, and the direction taken from Brazilian shareholders, and he thought it natural they should wait until they saw something substantial doing, when he had no doubt the calls would be paid.

Capt. DICKENSON could not admit it; he should therefore submit a motion, that the shares on which the last call had not been paid should be declared forfeited; nobody, however, seconded it, and the conversation dropped.

A PROPRIETOR asked whether their charter from the Brazilian Government, for the grant of land, had been ratified?—The CHAIRMAN said the directors did not consider it was necessary—it was, in fact, like an English Act of Parliament, and had become law.

A PROPRIETOR said, with respect to the call of 30s. per share, he thought, before it was made, they ought to have the accounts audited, and laid before the proprietors, with any remarks which the auditors might feel it necessary to make.

The CHAIRMAN said this would be creating further delay, which would be highly injurious; it was necessary that Mr. Humphries should sail about the middle of January, and as there was a month after the making the call before it became due, this could now but just be effected; the directors would pledge themselves to hand over the accounts to the auditors within twenty-four hours after Mr. H. had revised the various invoices and accounts for the machinery, and he asked Mr. Humphries how long that would take him?—Mr. H. said about a fortnight.

Mr. HEPPELL asked if the directors were bound to come to the proprietors before making a call?—The CHAIRMAN said certainly not; they had the power of making the call, but came to them previously as a matter of courtesy.

Mr. HEPPELL suggested that the directors should immediately make the call, which would then be due in a month; in the meantime, the auditors could examine the accounts, and, when the call became due, proprietors would be in possession of the facts, which would enable them to decide on the steps to be taken.

It was then arranged, that the directors should immediately make a call of 30s. per share, the meeting standing adjourned to Thursday, the 16th of January, 1840, to meet at the offices of the company, 19, Bishopsgate-street, at one o'clock.—Messrs. Henry Thomas and — Chard were appointed auditors, with a request to frame a report on the state of the company's affairs; and the directors left to settle what remuneration should be awarded them.

Thanks were voted to the chairman, and the meeting broke up.

CONSOLIDATED COPPER MINES OF COBRE ASSOCIATION.

A special general meeting of the proprietors in this company was held on Friday, 20th instant, at the offices of the association, for the purpose of electing a director in the room of Charles Pascoe Grenfell, Esq.; after which another special meeting was held, for the election of another director in the room of George Minshaw Glascott, Esq.

GEORGE PROBYN, Esq., in the chair.

The SECRETARY read the advertisement convening the meeting, and also the 65th clause in the Deed of Settlement, which declares that at special meetings no business should be entered into but that for which such meeting was called, and notice of which was given in the advertisement.

The CHAIRMAN said, the meeting would now proceed to the election of a director in the room of C. Pascoe Grenfell, Esq., and to supply which vacancy the directors had only received one application; he then read a letter from Russell Ellice, Esq., offering himself as a candidate for the vacant directorship, and congratulated the association on the prospect of having in the direction a gentleman of such high standing in society, and extensive connection in the city, as Mr. Ellice.

Messrs. John Glass and O. Forsyth were appointed scrutineers.—The company then proceeded to the ballot, and the scrutineers returned that nineteen shareholders had voted for Mr. Ellice, and that there was no other candidate.

A second special meeting was then held, to elect a director in the room of George Minshaw Glascott, Esq., and the CHAIRMAN said, on this occasion likewise, he had but one application; he read a letter from George Whitmore, Esq., offering himself as a candidate for the vacant directorship; and the chairman said he was happy in having received this communication from Mr. Whitmore, a gentleman so well qualified in every way to assist the direction in promoting the best interests of the company.

The meeting proceeded to the ballot, and the scrutineers returned that nineteen shareholders had voted for George Whitmore, Esq., and that there was no other candidate. Russell Ellice and George Whitmore, Esqs., were then declared elected; thanks were voted to the chairman, and the meeting separated.

GREAT NORTH OF ENGLAND RAILWAY.

A meeting of the resident shareholders in this company was held on Thursday, the 12th inst., at the Clarendon-rooms, Liverpool. The object for which it was convened was to devise some plan by which the shareholders might resist the payments of the "calls" which the directory have attempted to make upon them. One portion of the proprietary complain that, whereas a certain amount of the shares they at one time held have been transferred, it is endeavoured to mulct them in a sum which, as they say, could only have been demanded had they continued to hold the number which, in the first instance, was allotted to them. The management, on the other hand, justifies the proceeding they have hazarded by pleading that in the majority of instances the transfers were not registered according to the provisions of the Act in that case made and provided. The greatest number, however, conceive themselves aggrieved, as they are peremptorily required to liquidate certain arrears of calls, of the existence of which they had not been previously aware. It was unanimously resolved, that a subscription be forthwith raised, to enable the complainants to resist the demands of the directory.

BANK OF IRELAND.

A court of proprietors was held on Wednesday, the 11th instant.

T. WILSON, Esq. (governor), in the chair.

The CHAIRMAN read the following report from the court of directors:—"That it is the opinion of this court that a dividend of 4 per cent. be made to the proprietors of Bank Stock for the half-year ending the 25th instant. That public notice be given that this payment will be made at the bank, on and after the 1st day of January next. That the transfer books be shut from the 11th instant until the 1st day of January next."

The CHAIRMAN said, that the business had not decreased—on the contrary, it had rather increased; and that since this time twelve months there was an increase in the surplus fund.

CHURNET VALLEY RAILWAY.

A public meeting was held at Macclesfield, on Thursday last, for the purpose of taking into consideration the most effectual means of promoting the formation of a line of railway between Macclesfield, Derby, and the eastern counties. There was a very numerous and highly respectable attendance, consisting, not only of the manufacturers and respectable inhabitants of the town and neighbourhood, but of deputations from Derby, Nottingham, Leicester, Leek, Cheadle, and other places, interested as well as Macclesfield, in the construction of a line of railway in the proposed direction.

THOMAS WARDLE, Esq. (Mayor of Macclesfield), in the chair.

The CHAIRMAN observed that it was of the deepest importance to the interests of the town and neighbourhood that they should have a main line of railway through Macclesfield, securing a direct communication with Manchester and the northern districts, and with the metropolis and the eastern parts of the kingdom. Deputations from Derby, Nottingham, Leicester, Leek, Cheadle, and other places were in attendance, to lend their best aid in devising means for promoting the object in view.

J. RYLE, Esq., rose to propose the first resolution, and after adverting to the importance of a main line of railway eastward from Macclesfield, observed that the project had strong claims to the favour and support of the public, and held forth every inducement to speculation that could be found in a line—free from engineering difficulties, opening excellent communications with every part of the kingdom, abounding with population and mineral wealth, and, in short, with everything that could contribute to the maintenance and success of a main line of railway. The Manchester and Birmingham Company had a clause in their Act which made it compulsory on them to construct a branch from their main line at or near Stockport, to Macclesfield; but as the site fixed upon for the terminus of that branch would prove most inconvenient in connection with the object now contemplated, he trusted the directors might be induced to accede to the request made by the Town Council of carrying the branch in such a direction that its terminus at Macclesfield should be at the point where it was proposed that the Churnet Line should begin, so as to form one continuous line from Manchester eastward. He believed that this railway would eventually be made, and that it was destined to form one of the most important lines of communication in the kingdom.—SAMUEL GREG, Esq. (of Bollington), seconded the resolution, which was adopted.

Mr. RASTRICK and Mr. WODEHOUSE entered into a variety of details respecting the engineering character of the proposed line, its practicability, and resources in point of traffic. The present Parliamentary branch, from the Manchester and Birmingham Line would, it appeared, if constructed as laid down, terminate at such a depth on one side of the town that it would be impossible to carry it forward as a main line, nor would the proposed deviation make the case better as regarded carrying the communication onward. Mr. Rastrick had, in consequence, been employed to make a survey of the country, and had succeeded in laying down a line which would pass on a favourable level fifteen feet above the proposed terminus. In going through Danes' Moss, they would cross the turnpike-road to Leek, near the toll-bar, and they would nowhere have to go through the Moss at more than ten feet deep. The inclinations would be, for one mile twenty feet a mile, for seven miles thirty feet a mile; and that within a mile of Macclesfield would be sixteen feet a mile. From this town to Rocester, there would be no inclination of more than eighteen feet a mile. The greater part would be sixteen feet a mile. He believed that the line which he had laid down would be more convenient for the whole country between Manchester and Macclesfield than the other. The country through which the line was proposed to pass contains all the materials necessary for its construction, stone, brick, timber, lime—everything, in fact, but iron. It would pass through the valley of the Churnet in the same way as the South Union Line; it would go about a mile and a half from Cheadle, by Oakamore and Alton Abbey, which it would leave quite out of sight, and so on to Rocester. With respect to the expense of constructing the line, Mr. Rastrick expressed his opinion that it would not be greater than that of other lines. From Macclesfield, the line would be as cheap as any other line, or cheaper. The difficulty had always been in getting through Macclesfield and Danes' Moss, and by the line which he had laid down, the expense on that part would not be much more than on other parts of the line. As to revenue, they would have the whole of the traffic of the eastern counties, while the railway would be favourably situated for conveying coals from the mineral districts of Staffordshire and Cheshire.

A gentleman having inquired whether there would be any difficulty in making a branch from the neighbourhood of Leek to the Potteries,

Mr. RASTRICK said there would be no difficulty. A branch to the Potteries had been laid down by Mr. Stephenson, and he (Mr. Rastrick) had gone to examine it, and found it to be good and easy.

T. E. DICEY, Esq. (chairman of the Midland Counties Railway Company), trusted that the line with which he was connected would be, at no distant period, connected with the Churnet Valley Line. The counties of Nottingham, Derby, and Leicester were deeply interested in the question. They felt that by opening a line of railway connecting them with Cheshire and Lancashire, a great public benefit would be conferred; and, therefore, they would most cordially afford them every assistance in their power.

MATTHEW GAUNT, Esq. (of Leek), believed that a comparison of the various lines of railway would show the one proposed to be the very best line for Manchester. A railway through the Potteries, he contended, would do harm instead of good. They had, already, the Grand Junction Line, and if they had to support two railways instead of one, both companies would combine and increase their charges. This railway, on the contrary, would not interfere with any other, and he congratulated the meeting on the prospect of a direct and rapid communication by steam through the pleasant valley of the Churnet.

THOMAS MACAULAY, Esq. (*of Leicester*), said, with regard to the town of Leicester, he was thoroughly acquainted with the feeling of the inhabitants, which, he assured them, was entirely in favour of the present measure. If the Manchester and Birmingham and Grand Junction Companies were alive to their true interests, they would not oppose the line; what steps they might take with regard to it, he did not know, but he trusted the people of Macclesfield would be true to the interests of their town, and not take half a line.—Letters were read from the mayors of Derby and Nottingham, conveying the feelings of the inhabitants in favour of the project.

The meeting was subsequently addressed by Thomas Gisborne, Esq., M.P., John Brocklehurst, Esq., M.P., Thomas Grimsditch, Esq., M.P., and several other gentlemen; when resolutions were unanimously agreed to for carrying into effect the object of the meeting.

A committee having been formed, thanks were voted to the deputations, and other gentlemen, for their presence on the occasion; after which, Thomas Brodrick, Esq., was called to the chair, and thanks having been passed to the Mayor of Macclesfield, for his kindness in presiding, the meeting separated.—*Abridged from the Macclesfield Courier.*

HOT-AIR STOVE.—A new hot-air stove has been offered to the notice of the public within the last week, by Mr. Gilroy, of New-street, Birmingham. The stove has been patented by Mr. Gilroy, and it is considered to be particularly well suited for halls, chambers, warehouses, counting-houses, offices, and other rooms where pure and wholesome air and a uniform temperature are important. From a description which has been handed to us, it appears that this stove is composed of two cylinders made of sheet iron, the inner one being of extra strength. The fuel is put in at the top of the stove, which, when closed, is perfectly air-tight, so that no particle of carbonic acid or noxious vapour can escape; and it requires feeding but once in twenty-four hours. The stand on which the stove is fixed cannot become heated, and consequently it may be placed on a boarded floor without risk. As an additional recommendation of this stove, it is stated that by it a large room may be kept at a temperature of from 60 to 70 degrees, at an expense of only 9d. per week.—*Midland Counties Herald.*

SULPHUR TRADE MONOPOLY.

I hope you will permit me to state briefly through your Journal the plain facts of the sulphur trade monopoly in Sicily, as I observe the French papers have commented with severity on the efforts of Mr. M'Gregor, the British Commissioner at Naples, to abolish that most unjust, and to the British trade and navigation, most injurious monopoly.

I will pass over the fallacious imputations made by the French journals, attributing the motives of the British government, in attempting to abolish that monopoly, as arising merely from constant jealousy on the part of England, from the contract having been granted to a French company. This charge is only exceeded in malicious absurdity by that of England having instigated the late deplorable attack upon the French forces at Algiers.

The plain facts of the sulphur question are as follow:—By the treaty of 1816, between England and the Two Sicilies, it was guaranteed to the former that British subjects should carry on trade within, and with, and from the kingdom of the Two Sicilies, without any obstacle or hindrance whatever; and that they should also enjoy fully the same privileges in respect to persons and property as native subjects, and as the subjects of the most favoured nations. In the full confidence of security under this treaty, several wealthy houses in London, Liverpool, and Glasgow, and also many British merchants residing in the kingdom of the Two Sicilies, formed extensive mercantile establishments, not only at Naples, but also at Palermo, Messina, Catania, Marsala, Mazzara, Girgenti, Sicata, and Terra Nova, in the island of Sicily. Not only were large advances made by those houses to the proprietors of sulphur mines, but many of those mines were taken on long leases, and, in order to work them to advantage, vast outlays were made in building steam-engines and other machinery.

Now, although the sulphur trade has been the chief source of commerce with Sicily, other branches soon arose in connection with this business, such as the trade in wine, shumac, olive oil, barilla, fruits, essences, &c., and for the ten years previous to the operations of the sulphur monopoly the British navigation employed in the trade of Sicily averaged annually about 400 ships of from 120 to 350 tons burthen.

This carrying trade alone was of immense advantage, exclusive of its dependent trade, in the market for British manufactures, and the employment it gave at home and abroad to British subjects, as shipbuilders, sailors, and manufacturers.

In the summer of 1838, a M. Taix, who had in various ways been serviceable to the Duchess de Berri, and one of those who accompanied that princess in the *Carlo Alberto*, in her attempt to land again in France, managed to obtain from M. Santangelo, the Neapolitan minister of the interior, a monopoly of the whole sulphur trade in the Island of Sicily. This contract itself was not only in direct contravention of the treaty of 1816 with England, but it was granted irregularly, as it never had, in accordance with the fundamental laws of the kingdom, been submitted to the Council of Ministers, which certainly (at least so long as that excellent and honest minister, Prince Cassaro, formed one of the cabinet) would not have consented to so illegal, and, in its consequences, cruel and ruinous a monopoly.

In short, it was a monopoly granted under apparently mysterious, but at Naples well known, circumstances (to which the Duchess de Berri was no disinterested stranger)—to the Carlist M. Taix and others, whose names appeared not, but were well known to enjoy with him a full share of its profits.

Now, the French journals, instead of defending, should have attacked the monopoly; for it was, although not to so great an extent, directed as well against the consumers of sulphur in France as in England; and the members of the Chamber of Commerce at Marseilles were almost to a man opposed to the monopoly.

By the stipulations of the contract, the whole production, trade, and exportation of sulphur in and from Sicily, was to be limited, in order to keep up prices, in imitation of the defunct spice trade of the Dutch, to 600,000 cantars, and on this quantity an export duty to be levied by the monopolists of 23 carlins (8*s.* 4*d.*) per cantar, equal to 5*l.* 8*s.* per ton; the natural price of sulphur prepared ready for exportation being about 5*l.*

Now, the annual consumption of England alone could not in future be calculated much under the whole amount limited by the monopoly. Let us now look to the consequent facts.

One of the first was stopping the production of mines held on lease and worked by British subjects, and preventing the exportation of from 400,000 to 600,000 ewts., melted and prepared in loaves, then ready for shipping to England. Extensive misery was also at the same time spread over Sicily, by throwing nearly the whole population of the sulphur districts out of employment. Multitudes of these became desperate robbers, the country was placed, in consequence, under military law, and arrests and executions were frequent, even as late as the month of October, when the British commissioner travelled over the island. He there found the statements made to him at Naples by no means exaggerated, and the whole British trade in Sicily completely paralysed.

This will appear fully from the following statement of the British navigation with the ports of Sicily, previous to, and since the establishment of the monopoly:—

1. Annual average of British ships sailed from Palermo for United Kingdom	112	
Sailed from 1st August, 1838, to 7th November (15 months), during the sulphur monopoly		71
2. Sailed annually previous to monopoly from Messina	196	
Since, for 15 months		73
3. Sailed previously from Catania	34	
Since		5
4. Sailed previously from Girgenti	74	
Since		5
5. Previously from Sicata	68	
Since		3
Total	484	157

Difference shows that during fifteen months 327 British ships, of from 120 to 350 tons, were driven out of the annual trade by the monopoly. The ports of Marsala, Trapani, and Terra Nova, are not included in the above statement. The monopolists had it also in their power not only to limit the production, but to stop entirely the exportation of sulphur to England; and had her Majesty's Government not taken up the question in a determined manner (which the mercantile and manufacturing interests of the United Kingdom are bound fully to acknowledge), at least 300 ships would have been driven out of the carrying trade with Sicily—from twenty to thirty extensive houses have been compelled to have broken up their establishments in that island—the markets for British manufactures in the Two Sicilies would have been destroyed—and an article of vast importance in the arts and manufactures raised in price to the British consumer, from about 8*l.* 10*s.* to at least 12*l.* 10*s.*, or to 15*l.*

The measures, therefore, taken by the British Government, and which I learn have been successful for the abolition of the sulphur monopoly, and for removing by a new treaty the heavy differential duties paid by British navigation in the ports of the Two Sicilies, should merit in the minds of all impartial men the highest approbation.—*Morning Chronicle.*

[Some brief remarks, with the comments of the Editor of the *Morning Chronicle*, will be found in another place.—Ed. M. J]

Leeds and Bradford Railway.—We find that the application to Parliament for the projected railway from Leeds to Bradford will not be made during the ensuing session. The difficulty of providing funds in a time of great commercial and manufacturing embarrassments is, we believe, the principal cause for the present delay, and not any new obstacle that has arisen in the way of executing the proposed line. Few places in Yorkshire have advanced so rapidly in wealth and population as the town of Bradford; and in order to secure a continuance of the prosperity, which has experienced very little interruption during the long period of forty years, it is absolutely necessary that the inhabitants should secure the same facilities for the conveyance and carrying on the traffic as are enjoyed by other places, otherwise the sun of their prosperity will be found every year to decline. We have heard, indeed, that a line of railway from the west, to connect the towns of Bradford and Halifax, is now a favourite measure; but even supposing that line to be executed, and that in this way a communication should be opened with the Leeds and Manchester, and with the North Midland Railway, still the extent of the business between Leeds and Bradford is so considerable as to render a railroad between these two places indispensable.—*Leeds Mercury.*

Gunpowder on Railroads.—Notwithstanding the Richmond and Fredericksburg Railway Company have repeatedly given notice that they will not transport gunpowder on their road, it appears that the article is often smuggled upon it under cover of boxes and packages purporting to contain other things. On the 15th instant the rear of a long train laden with merchandise was suddenly blown up about two miles above Louisa Court-house, killing the train hand, stunning the engine-driver and fireman, and scattering a quantity of goods far around into the adjoining fields. The explosion took place while the train was in motion, and the fact of the gunpowder being boxed up, and in a close box car of jointed carpentry, was not sufficient to protect it from the subtlety of the sparks. This powder was consigned by Messrs. Ellis, Ellett, and Co., to a Mr. Boulware, near Newark, in Louisa, and the boxes disguising it were marked "sundries, &c." There were two distinct explosions of two kegs, but whether there were others that did not explode is not known.—*Baltimore American.*

The Great Western Railway.—This gigantic undertaking is now making rapid strides towards its completion to Reading, nay, to Didcot, a village not more than eight or nine miles distant from Oxford; the great excavation at Sonning (in all respects preferable to a tunnel), and a fine bridge passing obliquely over the Thames at Southstoke, Oxon, into the Chelsey-field, on the Berkshire side, being the only desiderata, we believe, to accomplish the line between London and the Didcot and Oxford station. That these will be realised by the spring there cannot be entertained any reasonable doubt; and the opening to the nearest station to Oxford, therefore, will not, we should imagine, be deferred over May, 1840. The viaduct over the railway at Sonning is a fine piece of masonry, and forms a very prominent feature of this interesting portion of the railway. The town of Reading is seen to great advantage from the same. The railway crosses the Thames thrice—at Maidenhead, Basildon, and Southstoke.—*Berkshire Chronicle.*

Communication with London.—Colonel Conyngham, R.E., Admiral Sir J. Gordon, Sir F. Smith, R.E., Captain Beechey, R.N., and Professor Barlow, were appointed by government to assemble at Holyhead, on the 20th inst., for the purpose of inspecting that harbour, and the line of coast from thence to Liverpool, for the purpose of ascertaining what harbour is best fitted for the purpose of facilitating the communication between London and Dublin.—*Dublin Pilot.*

Sheffield and Rotherham Railway.—Notwithstanding the very unfavourable weather of the past month, the traffic on this line continues to be very great. From the 5th ult., to the 2d inst., the number of passengers were:—To and from Sheffield to Rotherham, 26,623; to and from Brightside, 1012; and to and from the Holmes, 1906—making a total of 29,541. This number gives an average of more than 1100 per day.

Mine Accidents.—A melancholy accident occurred at Wheal Budnick Mine, in Perranzabuloe, on Saturday week, to Nicholas Scobell, who was in attendance on the stamping-machine, when his hand was unfortunately caught between the cog-wheels, and crushed nearly to the shoulder-joint. He was taken almost lifeless to the Cornwall Infirmary on a litter; but an operation has since been performed, and we are happy to find that hopes are entertained of his recovery.—A young man named Edward Davies, was killed by falling into a shaft, called the O'Neil Pit, at Margam Colliery, near Pyle. The deceased was employed at the pit's mouth emptying the laden trams as they came up, and afterwards affixing them to a chain for the purpose of being again lowered by an engine; when in pushing the tram to the edge of the pit, part of it went in, and the tram and deceased were immediately precipitated to the bottom, a depth of forty yards, and deceased killed on the spot.

PURCHASES OF BLACK TIN AT TRELOWETH,

December 10.

Purchasers.	Mines.	Tons	Total.	Price.	Each Parcel.	Total amount.
				£ s. d.	£ s. d.	
L. C. and W. Daubus.	North Towan	9		49 10 0	396 0 0	
	Wheal Reeth	14		49 7 6	49 4 4	
			23			445 4 4
2. Grenfell and Co.	Levant	..	1½	57 0 0	....	85 10 0
Batten & Son	Balleswidden	18½		45 0 0	832 10 0	
——	Boscaswell	4		49 0 0	20 0 0	
——	Wheal Olds	2½		49 0 0	122 10 0	
——	Wheal Reeth	5½		44 0 0	253 0 8	
——	Tregavara	3		48 0 0	144 0 0	
			30½			1372 0 0
Bolithos and Co.	Great Work	25		48 12 6	1215 12 6	
4. Co.	Charlestown U. M.	10		44 12 6	446 5 0	
——	Balleswidden	7½		48 12 6	101 11 5	
——	Boscean	4½		50 5 0	226 2 6	
——	....	2½		50 5 0	125 12 6	
——	Boscaswell	6½		48 12 6	303 1 3	
——	Wheal Olds	5½		49 0 0	257 5 0	
——	Marazion Mines	5		43 10 0	217 10 0	
——	....	4½		43 5 0	194 12 6	
——	Levant	6		40 2 6	240 15 0	
——	Carslue Consols	7		46 7 6	324 12 6	
			78½			3653 0 0
5. Williams and Co.	St. Ives Consols	30		42 12 6	1278 15 0	
——	Charlestown U. M.	10		44 12 6	446 5 0	
——	....	4		43 7 6	173 10 0	
——	Balleswidden	2		49 5 0	98 10 0	
——	Wheal Mary	11		43 17 6	482 12 6	
——	....	3½		31 7 6	117 18 1	
——	Boscean	4½		50 5 0	226 2 6	
——	....	2½		50 5 0	125 12 6	
——	Boscaswell	6½		46 12 6	303 1 3	
——	Wheal Olds	5½		49 0 0	257 5 0	
——	Boswedden	4½		44 15 0	201 7 6	
——	....	4		44 0 0	176 0 0	
			99			3896 14 4
			207½			£9412 6 9

SALE OF COPPER ORES AT SWANSEA,

Sampled Nov. 26, and sold at Swansea, 18th Dec.

Mines	Tons	Produce	Quand	Price	Mines	Tons	Produce	Quand	Price
Knockmahon	136	9¼	102½	£ 7 17 6	Allihies	73	11¼	103¾	£ 9 10 6
ditto	112	10½	101¼	8 7 6	ditto	56	11	103½	9 2 0
ditto	95	7½	106¾	6 0 0	E. Santiago	80	16½	96½	13 14 0
ditto	85	10½	101¼	8 15 0	ditto	78	16½	97½	14 16 0
ditto	84	8½	102½	6 14 0	ditto	76	15½	96½	12 17 0
ditto	60	4½	116	3 8 0	Chili	95	25½	94½	21 16 0
ditto	59	8½	106 5/6	6 15 0	ditto	17	26½	93½	22 17 0
Cobre	167	21½	94	18 1 0	ditto	80	16½	94	22 8 0
ditto	81	17½	95¼	14 8 6	ditto	15	25	94	21 4 6
ditto	45	35½	90½	29 16 6	ditto	1	}	Not sampled.	
ditto	44	36½	90½	31 2 0	ditto	1	}		
ditto	34	24½	92¼	18 7 6	Norway	62	20½	96½	17 18 6
ditto	111	15	98	12 9 0	ditto	56	20	97½	17 4 0
ditto	43	17½	96¼	14 11 6	Chili	95	17½	97½	14 18 6
ditto	36	31½	92	26 15 6	Ballymurtagh	83	44	119	2 16 0
ditto	23	25½	92½	21 12 6	ditto	39	4	121¼	2 12 6
ditto	16	15½	94½	12 18 0	Llywidd	35	8½	107	6 14 0
Allihies	124	11½	103¼	9 2 6	ditto	3	4½	116½	3 0 0
ditto	116	11	103½	9 2 6	Lackamore	35	9½	104½	7 15 6
ditto	90	11½	103	9 4 0	Laxey	34	5½	125½	1 16 6

TOTAL PRODUCE.

Knockmahon	631	£4487	16	0	Chili	95	£1417 17 6
Cobre	310	2978	13	0	Ballymurtagh	92	249 16 0
Allihies	467	4127	10	6	Llywidd	38	243 10 0
Santiago	248	3272	6	0	Lackamore	35	272 2 6
Chili	179	3097	16	6	Laxey	34	62 1 0
Norway	120	2108	13	0			

Copper ores for sale January 1.—Cobre 114, ditto 100, ditto 59, ditto 2, ditto 105, ditto 58, ditto 26, ditto 23, ditto 18, ditto 21, ditto 7, ditto 5—Knockmahon 196, ditto 98, ditto 96, ditto 91, ditto 90, ditto 12—Chili 100, ditto 90, ditto 80, ditto 51—Ballymurtagh 90, ditto 83, ditto 60, ditto 36, ditto 35—Santiago 105, ditto 101, ditto 51—Cuba 84, ditto 82—Tigrony 59, ditto 7—Cronebane 32—Connorree 40, ditto 35, ditto (precipitate), 11—Ballygahan 61—Dolgelley 20, ditto 9—Drwsycoed 26—Eardistone 22, ditto 5—Simnes Dylluan 15.—Total, 2395.

SALE OF COPPER ORES AT REDRUTH.

Sampled Dec. 4, and sold at Andrew's Hotel, Redruth, Dec. 19.

Mines	Tons	Price	Purchasers	Mines	Tons	Price	Purchasers
		£ s. d.				£ s. d.	
Tresavean	97	7 11 6	Williams.	Duffield M.	74	6 13 6	Freemans.
ditto	92	5 4 6	Vivians.	ditto	39	14 0 6	Mines Royal
ditto	81	6 1 0	Williams.	ditto	27	5 11 6	Freemans.
ditto	60	5 1 0	——	Levant	65	11 7 6	——
ditto	58	7 5 6	Mines Royal	ditto	24	17 8 6	——
ditto	38	5 1 6	Freemans.	ditto	27	4 15 0	——
Fowey C.	84	5 12 6	Nevill & Co.	W. Gorland	87	6 14 6	Nevill & Co.
ditto	81	5 17 6	Freemans.	N. Downs	66	5 2 6	——
ditto	79	5 19 6	Williams.	Dunstonville	28	4 14 6	Freemans.
Trethevian	104	5 9 0	Vigurs & Co.	E. Sebastian	15	6 12 6	Mines Royal
ditto	95	2 17 6	Mines Royal				

TOTAL PRODUCE.

Tresavean	426	£2439	6	6	Wheal Gorland	87	£502 10 0
Fowey Consols	344	1256	5	0	North Downs	66	333 2 6
Trethellan	199	726	18	6	De Dunstanville	28	121 12 0
Duffield Mines	140	1137	9	0	E. Sebastian	15	99 7 6
Levant	120	1355	10	6			

Average standard, 16*l.* 2*s.*—Average produce, 8*l.*—Average price, 6*l.* 6*s.* 6*d.*—Quantity of ore, 1224.—Quantity of fine copper, 118 tons 7 cwts.—Amount of money, 8092*l.* 10*s.* 6*d.*—Average standard of last sale, 16*l.* 5*s.*—Produce, 7½.

Copper ores for sale at Redruth, on Thursday next. Mines and Parcels.—Tresavean Parcels.—United Mines, 1091; Consolidated Mines, 253; Great St. George, 446; Fowey Consols, 248; Godolphin, 263; Treleigh Consols, 108; Wheal Harmony and Cardrew, 132; South Caradon, 130; Wheal Leade, 35; Wheal Curtis, 56; Carslue, 85; Rowe's Gen, 25; Garnick, 27.—Total, 3196.

Copper ores for sale on Thursday week, at Andrew's Hotel, Redruth. Mines and Parcels.—Consolidated Mines, 716; North Roskear, 700; South Roskear and Wheal Chance, 337; Halleubeagle, 300; East Pool, 292; United Hills, 272; East Wheal Crofty and Longelose, 261; Fowey Consols, 233; Polcrebb, 219; Tincroft, 172; South Wheal Basset, 169; Trethellan, 98; Wheal Lydia and South Towan, 90; Wheal Clifford, 53; Wheal Sparrow, 25.—Total, 3409.

SALE OF BLACK TIN.

Black Tin sold at Redruth on the 17th of December.

Mines	Tons	Total.	Price.	Each parcel.	Total Amount.	Purchasers.
			£ s. d.	£ s. d.	£ s. d.	
Charlestown U. M.	11½		44 15 0	525 16 3		Angarrack.
.....	4½		43 5 0	194 12 6		—
.....	10		40 10 0	405 0 0		Trethellan.
.....	3½		29 15 0	104 2 6		Angarrack.
.. ..	2		18 0 0	36 0 0		—
		31½			1265 11 3	
Wheal Budnick ..	7		45 17 6	321 3 6		Angarrack.
....	11		44 3 6	485 7 6		Treliaick.
....	3½		45 17 6	153 11 3		—
....	1½		33 2 6	49 13 9		Angarrack.
		23			1009 15 0	
Polgooth	16½		45 7 6	748 13 9		Treloweth.
....	2		42 0 0	84 0 0		—
		18½			832 13 9	
Wheal Kitty.....	8		42 17 6	343 0 0		Angarrack.
.. ..	5		39 10 0	197 10 0		Trethellan
....	3		42 5 0	126 15 0		—
....	1		42 0 0	42 0 0		—
....	1		38 2 6	38 2 6		—
		18			747 7 6	
Cook's Kitchen ..	13		43 7 6	320 16 6		Treloweth.
...	3½		42 7 6	105 18 9		—
....	1½		19 2 6	28 13 9		Angarrack.
		18			455 9 6	
Polberro	4		43 13 6	174 10 0		Trethellan
....	4		44 0 0	176 0 0		—
....	2½		44 0 6	99 0 6		Trerelfe.
....	7½		45 5 0	101 16 5		Treloweth
....	2		40 7 6	80 15 0		—
....	1		44 7 6	44 7 6		—
		15½			676 8 9	
Trevaskus....	9		46 15 0	420 15 0		Trethellan.
....	4		50 7 6	201 10 0		Trerelfe.
		13			622 5 0	
Carnon	7½		54 2 6	388 8 9		Treloweth.
...	4½		44 2 6	198 11 3		Angarrack.
....	1		41 12 6	41 12 6		Trethellan.
		13			628 12 6	
Tincroft.....	9		42 13 0	384 15 0		Angarrack.
.. ..	3		38 15 0	116 5 0		Treloweth
		12			501 0 0	
St. Blazey Consols	..		39 15 0	.. ..	49 18 9	Treloweth
		14				
		162			£9083 10 0	

METEOROLOGICAL JOURNAL, 1839.

Dec.	Thermometer.	Barometer.	Dec.	Thermometer.	Barometer.
Thurs. 12	from 40 to 46	29,24 to 29,11	Sunday 15	.... 33 .. 43	29,43 .. 29,37
Friday.. 13	.... 35 .. 46	29,18 . 29,22	Monday 16	.... 38 . 42	29,53 .. 29,60
Saturd. 14	.... 41 .. 46	29,20 .. 29,45	Tuesday 17	.... 32 .. 41	29 96 . 29,77
			Wednes. 18	.... 31 .. 41	29,49 .. 29,34

Winds, S.W. and N.E.

Except the afternoons and evenings of the 14th and 17th, cloudy; with frequent showers of rain. Rain fallen, .3025 of an inch.

Chiswick. Charles Henry Adams.

FROM THE LONDON GAZETTE,

Tuesday, December 17.

INSOLVENTS.

Dec. 13.—Frederick Dolman, Oxford-street, carver and gilder.
17.—Francis Thomas Trivett, Northumberland-place, Commercial-road East, linendraper.

BANKRUPTS.

S. Isaacson, Stoke Newington, bookseller. [Baker and Parson, Bucklersbury.
C. Hart and T. Lewellin, Newgate-street, woollen-warehousemen. [Turner and Henaman, Basing-lane.
T. B. Lawford, Fenchurch-street, wine-merchant. [Borradaile, King's Arm's-yard.
E. Hodson, Birmingham, linendraper. [Clarke and Medcalf, Lincoln's Inn fields.
T. Bell, jun., Newcastle-upon-Tyne, cheese-factor. [Swain, Stevens, and Co., Frederick's-place, Old Jewry.
H. B. Burwood, Lowestoft, Suffolk, fish-merchant. [Taylor and Co., Bedford-row.
W. M'Clellan, Newcastle-upon-Tyne, innkeeper. [Meggison, Pringle, and Manisty, King's-road, Bedford-row.
R. Gates, Steyning, Sussex, wine-merchant. [Sawyer, Bow-lane.
W. Woodcock, Dosl, draper. [Parker, St. Paul's Churchyard.
G. Maddison, Reedham, Norfolk, merchant. [Swain and Co., Frederick's-place.
B. M. Ryder, Kingston-upon Hull, grocer. [Crancis and Son, London-street.
R. P. Westall and W. Westall, Birmingham, drapers. [Reed and Shaw, Friday-st.
J. Thornton, Bradford, Yorkshire, woolstapler. [Hawkins, Bloxam, and Blocker, New Boswell-court, Lincoln's Inn. [ington-buildings.
C. Evans, Llanbister, Montgomeryshire, innkeeper. [Bigg and Goldfinch, South-
A. H. Tuik and E. Banks, Gateshead, Durham, soap-manufacturers. [Shaw, Elyplace, Holborn.
J. A. Ewan, Preston, linendraper. [Holme, Loftus, and Young, New Inn. [row.
G. Schofield, Limefield, Lancashire, linendraper. [Appleby, King's-road, Bedford-
J. Richardson, Hyde, Cheshire, shopkeeper. [Clarke and Co., Lincoln's Inn fields.
C. Oldham, Newton-green, Cheshire, innkeeper. [Clarke & Co., Lincoln's Inn fields.
J. Thompson, Liverpool, grocer. [Adlington and Co., Bedford-row.
D. Robinson, Snelston, Nottingham, coal-dealer. [Fox and Low, Nottingham.

DIVIDENDS.

Jan. 9, J. Taylor, Noel-street, Berwick-street, Oxford-street, zinc-plate-manufacturer—9, J. T. Watts, Angel-court, Throgmorton-street, stock-broker—11, M. C. Jackson, Water lane, Thames-street, corn-merchant—11, J. Baker and G. Wallis, Edward-street, City-road, farriers—12, E. Orams, Stowmarket, Suffolk, ironmonger—10, J. Alderson, Bowling, Yorkshire, worsted-stuff manufacturer—13, G. Hind, Bishop's Waltham, Southampton, draper—Dec. 21, H. Knight, Reading, common-brewer—9, J. H. Ashwell, Nottingham, lace-manufacturer—14, W. Parlour, Liverpool, share-broker.

Certificates to be granted, unless cause be shown to the contrary, on or before Jan. 7.

W. Parlour, Liverpool, share-broker—G. Thornburn, St. Mary-Axe, corn-factor—M. Reilly, Bloomsbury-place, Bloomsbury-square, wine-merchant—T. Barker and S. Ainsworth, Warrington, Lancashire, cotton-spinners—W. Whitaker, Wakefield, Yorkshire, maltster—T. Rivers, Egham, brewer—T. Lakin, Nottingham, builder—J. Edwards, Manchester, victualler.

Friday, December 20.

INSOLVENT.

Dec. 19—Charles Leonard, Sheffield, bacon-factor.

BANKRUPTS.

J. Innes and C. S. Bracher, Earl's-court, Old Brompton, common brewers. [Holme, Loftus, and Young, New-inn. [Lincoln's-inn.
J. Gough, Newent, Gloucestershire, victualler. [Nicholls and Son, Cook's-court,
J. S. Bevan, Bristol, confectioner. [Hicks and Co., Bartlett's buildings, Holborn.
J. and T. Higginbotham, Manchester, wine merchants. [Kay & Co., Manchester.
J. Butterworth and T. Readeyoff, Heyrod Mills, Lancashire, cotton-spinners. [Chester, Staple-inn.
A. Heward, Portwood, Cheshire, cotton spinner. [Adlington & Co., Bedford-row.
J. Moores, Witton, Cheshire, shopkeeper. [Taylor and Co., Bedford-row.
G. S. Wells, Rippenden, Yorkshire, cotton-spinner. [Hawkins, Bloxam, and Blocker, New Boswell-court.
H. Byrom, jun., Leamington, Warwickshire, banker. [Adlington & Co., Bedford-row.
A. Ellis, Mexborough, Yorkshire, grocer. [Wiggleworth and Co., Gray's Inn-sq.
T. F. Thomas, Cheltenham, plumber. [Meredith and Reeve, Lincoln's Inn.

DIVIDENDS.

Jan. 10, L. Eldridge, Peckam, builder—10, J. T. Bowden, Addle-street, woollen-draper—Dec. 21, F. Lyne, Mark-lane, wine-merchant—Jan. 10, J. Lawrence, Bolingbroke-row, Walworth-road, watch-manufacturer.—13, W. Williams and J. Jackson, Liverpool, timber-dealers—13, W. Oldham, Nottingham, oil-merchant—14, J. P. Bradford, jun., Liverpool, spirit-merchant—15, J. Tanner, Bristol, victualler.

Certificates to be granted, unless cause be shown to the contrary, on or before Jan. 10.

D. Magnay, Wakefield, hotel-keeper—H. W. Armstrong, Birmingham, cooper—J. H. Curtis, Soho-square, bookseller—W. C. Stafford, Doncaster, printer—J. Lawrence, Bollingbroke-row, Walworth-road, watch-manufacturer—E. Norris, Manchester, cotton-spinner.

COAL MARKET, LONDON.

MONDAY.

Prices of coals per ton at the close of the market:—Adair's 19—Chester 20—Carr's Hartley 20 6—Original Pontop Windsor 20—Ord's Redheugh 19—Pontop Windsor 20—South Hartley 18 6—Tanfield Moor 23 6—Tanfield Moor Butes 20 6—Townley 19—West Hartley 21—Wellington 21 6—Wylam 20 9—Cowper 20—Hartley 21—W. E. Goodrich 23—Heaton 22—Hilda 22 6—Hedgeur 21 3—Killingworth 22 6—Northumberland 21 9—Riddell 22 6—Sacriston 19—Braddyll's Hetton 23 6—Haswell 22 9—Hetton 24—Lambton 24 3—Stewart's 24 3—Whitwell 23 3—Hartlepool 24 3—Adelaide 24—Balfrett 23—New Tees 22—Tees Hetton 21.—Ships arrived, 14.

WEDNESDAY.

Adair's 19 3—Bell Robson's Hartley 18 6—Carr's Hartley 20 6—Howard's Main 22—Original Windsor's Pontop 20—Ord's Redheugh 19—Tanfield Butes 20—Townley 19 3—Wylam 21—W. E. Bell and Brown 22 6—Goodrich 23 3—Heaton 23—Hilda 22 6—Killingworth 22 6—Percy Beaulaw 22—Riddell's 22 9—Walker 22—Eden Main 22 6—Braddyll's Hetton 24—Hetton 24 3—Lambton 24 6—Russell's Hetton 24—Stewart's 24 6—Whitwell 23 6—Hartlepool 24 6—Kelton 24 6—Walton Steam 19—Adelaide 24—Brown's Deanery 23—Clarence Hetton 22—Tees Hetton 21 6—West Hetton 23—Cowpen 20—Rountrix Steam 20 6—Staveley Main 21—Devonshire 21 6.—Ships arrived, 145.

FRIDAY.

Chester 19 6—Holywell Main 21—Lambton's Main 19 6—W. E. Brown 19 6—Clarke and Co. 20—Goodrich 23—Hetapur 21 6—Killingworth 22—Newcastle 21 6—Braddyll's 22 6—Belmont 23—Braddyll's Hetton 23 3—Hetton 23 9—Lambton 24—Russell's Hetton 24—Stewart's 24 3—Whitwell 23 3—Hartlepool 24 6—Barrett 23—Coverton 23—Seaton Durham 23—Tees Hetton 21 6—Victoria Tees 22 6—Blyth 18—Elsworth 19—Wellington Steam 18 6—Devonshire 21 6.—Ships arrived, 7.

PRICES OF STOCKS.

ENGLISH PUBLIC FUNDS

	Saturday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
Bank Stock, 7 per Cent.	178	178½	178	177½ 6	177½	177½
3 per Cent. Red. Annt.	90¼ ¼	90¼ ¼	90¼ ¼	90¼ ¼	90¼ ¼	90¼ ¼
3 per Cent. Consols	....	....	....	....	....	....
3½ per Cent. Annts. 1818.	....	....	....	....	....	....
3 per Cent. Annts. 1726.	....	....	....	....	....	....
3½ per Cent. Red. Annt.	99¾ ¼	99¾ ¼	99¾ ¼	99¾ 9	99¾ 9	99¾ 9
New 3½ per Cent. Annts.	....	100¾	....	....	....	....
New 3 per Cent.	....	....	....	....	....	....
Long Annts.	18½	18½	18½	18½	....	18½
Annts. for 30 Years	....	....	....	12½	....	....
Ditto	....	....	....	....	....	....
India Stock, 10½ per Cent.	....	....	....	....	....	....
South Sea Stock, 2½ per Cent.	....	....	....	....	....	....
Ditto Old Annt. 3 per Cent.	....	....	....	....	99	....
Ditto New Annt. 3 per Cent.	....	....	....	....	....	....
3 per Cent. Annts. 1751	....	....	....	....	....	....
India Bonds, 3 per Cent.	8 6 dis	8 6 dis	8 6 dis	8 9 dis	8 dis	7 9 dis
Exchequer Bills, £1000	1 2 dis	2 4	2 4	3 5	3 5	2 5
Ditto £500	4 2	2 4	2 4	2 5	2 5	2 5
Ditto Small	3 1	4 2	1 4	4 2	4 2	2 5
Ditto Com.	....	....	....	27	....	....
3 p. Cent. Cons. for Ac. Jan. 16	92	92¼ 3	92¼	92¼ 2	92¼ ¼	92¼ ¼
Bank Stock for Ac. Jan. 16	....	....	....	179	....	....
India Stock for Ac. Jan. 16	....	....	....	255	....	255

BANK OF ENGLAND.—TRANSFER BOOKS.

	SHUT.	OPEN.
3 per Cent. Consols	Wednesday, Dec. 4, 1839.	Thursday, Jan. 16, 1840.
New 3½ per Cents.	Wednesday, „ 4, „	Thursday, „ 16, „
3 per Cent. 1726	Tuesday, „ 10, „	Thursday, „ 9, „
New 3 per Cents.	Tuesday „ 10, „	Friday, „ 10, „
Annuities for terms of years	Friday, „ 6, „	Wednesday, „ 22, „
India Stock	Tuesday, „ 3, „	Thursday, „ 16, „
South Sea Stock	Friday, „ 6, „	Wednesday, „ 8, „
New South Sea Annuities	Thursday, „ 9, „	Thursday, „ 9, „
3 per Cent. 1751	Thursday, „ 9, „	Thursday, „ 9, „

FOREIGN STOCKS.

	Saturday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
Austrian, 5 per Cent.	107¾ ¾	....	....	....	....	....
Belgian, 5 per Cent.	....	101¼	....	....	101¼	101¼
Brazilian	72	71¼	71¼ 2	71¼	....	....
Ditto, 1829	....	....	....	....	....	....
Buenos Ayres, 6 per Cent.	....	....	....	....	....	....
Cuba, 6 per Cent.	....	....	....	....	....	....
Chilian, 6 per Cent.	....	....	....	....	....	....
Colombian, 6 per Cent.	21¼ 2½	23	....	21¼	21¼ 2	....
Ditto, 1824, ditto	24¼ 5	23¼ ¼	23¼ ¾	24¼ ½	24¼ ¾	23¼ 4
Danish, 3 per Cent.	70¾	....	....	....	....	....
Greek, 5 per Cent.	....	....	....	....	....	....
Ditto, 1825, 5 per Cent.	....	....	....	....	....	....
Mexican, 5 per Cent.	....	....	....	....	22½	....
Ditto, deferred do.	....	....	....	....	....	22½
Ditto, 1825, 6 per Cent.	28	28½	28¼	....	28¼ 8	27¾
Ditto, def. do. 6 per Cent.	....	....	....	....	....	....
Neapolitan, 5 per Cent. 1824	....	....	....	....	....	....
Peruvian, 6 per Cent.	....	....	....	....	....	....
Portuguese, 5 per Cent.	....	64	....	....	....	....
Ditto, New 5 per Cent.	35¾ ¼	34 ¾	34¼ 3¾	33¾ ¾	33¼	33¼
Ditto, 1837, 5 per Cent.	....	....	....	....	....	30¾
Ditto, 3 per Cent.	23¾	23¾ ¼	23¼	23¼	23¼	....
Russian, 1822, 5 per Cent.	....	....	....	....	....	....
Spanish, 5 per Cent. Consols	23¼ ¾	24¼ ¾	23¾	23¾ ¼	23¾ ¼	23¼ ¼
Ditto, passive	6	....	6¼	....	....	6
Ditto, deferred	10¾ ¼	11¼ 11	11¼	11¼	11	10¾ 11¼
Dutch, 2½ per Cent.	53¾ ¼	53¾ ¼	53¾ ¼	....	53¾ ¼	....
Ditto, 5 per Cent.	99¾ ¼	99¾ ¼	99¾ ¼	....	99¾ 3	....
Ditto, 5 New, 1837	98¼	97¾	....	99¾ ¼	97¼ ¼	97 6¾

FRENCH FUNDS.

	PARIS.					LONDON.	
	Dec. 13	Dec. 14	Dec. 16	Dec. 18	Dec. 9	Dec. 18	Dec. 19
5 per Cent. Ann.	111f. 10c.	111f. 70c.	111f. 85c.	111f. 85c.	....	....	....
Ac. on Lond. 1 mth.	25f. 17½c.	25f. 17½c.	25f. 20c.	25f. 20c.	....	....	....
ditto 2 mths.	24f. 97½c.	24f. 97½c.	24f. 97½c.	25f.	....	....	....
4½ per Cent. Ann.	....	....	....	....	....	....	....
Exchange	....	....	....	....	....	....	....
4 per Cent. Ann.	101f. 50c.	101f. 25c.	102f.	102f.	....	....	....
Exchange	....	....	....	....	....	....	....
3 per cent.	80f. 50c.	80f. 75c.	80f. 40c.	80f. 40c.	....	80f.	80f.
Exchange	....	....	....	....	....	25f. 45c.	25f. 40c.
Bank Shares	2985f.	2980f.	2990f.	2998f.	....	....	....

IRISH FUNDS,

Dec. 19, 1839.

Bank Stock	184¾	Royal Canal Stock	21¼
Government Debentures	3½ per ct.	Patriotic Insurance	10 0 0 6¾
Ditto Stock	3½ per ct.	Provin. Bank of Ireland	25 0 0 48
Ditto New	3½ per ct.	Hibernian Bank	25 0 0 25
Ditto ditto, reduced	4 per ct.	Grand Canal Stock	24¾
Consols	3 per ct.	Mining Co. of Ireland	7 0 0 14¾
City Debentures	4 per ct.	City of Dublin Steam Co.	100 0 0 141½
Exchequer Bills	2½d per diem	Kingstown Railway	20 0 0 27

AMERICAN FUNDS.

New York 5	1855	93 5		Louisiana 5	1844, 7, 50, 2.	88 9
5	1858			Mississippi 6	1901, 6, 71.	
5	1860			INCORPORATED BANKS.		
Pennsylva. 5	1854			Per Cnt.		
..	1856	77½		United States	1905.	18 76 6
..	1858	77½		Louisiana State	10 1870.	
..	1860, 62	77½		Bank of Louisiana	5 1870.	
..	1864	77½		N. Orleans, Canal & B. Co.		
Maryland 5	1890	79		City Bank		
Ohio	6 1856, 58	89 90	90	New York Life and Trust	5	
South Carolina	5 1866	82½		Tennessee Planters	9	
Tennessee	6 1890			Mississippi	10	
Virginia	6 1857			Exchange at New York		106 9

COURSE OF EXCHANGE.

FRIDAY, Dec. 20, 1839.

	Private rate.	Private rate since last Change.		Private rate.	Private rate since last Change.
Amsterdam	12 6	12 3	12 3½	Barcelona	38	—	—
Ditto at Sight	12 3	11 10½	12 —	Seville	38	—	—
Rotterdam	12 6½	12 3¾	—	Gibraltar - p. & d.	48	—	—
Antwerp	12 6	12 3	—	Leghorn	39 60	39 50	39 55
Hamburgh Mcs. B.	13 12	13 9	13 9½	Genoa	25 85	25 70	25 75
Altona	13 12½	—	—	Milan	31	—	—
Paris, 3 days' sight	25 45	25 35	25 37½	Venice, - p. 6 A. L.	47	—	—
Ditto	25 70	25 57½	25 62½	Naples	40¼	41	—
Marseilles	25 70	25 60	—	Palermo	122 oz	122	122½
Bordeaux	25 75	—	—	Messina	123	122	122½
Frankfort on Main	151	150½	150¾	Lisbon	54	54½	54½
Petersburg p. rouble	37	—	—	Oporto	53½	54¼	54¼
Berlin - ever. doll.	7 6	—	—	Rio Janeiro	28	—	—
Vienna eff	10 6	10 3	10 4	Bahia	27	—	—
Trieste ditto	10 8	10 5	10 5½	Buenos Ayres	—	—	—
Madrid	36½	36½	37	Madras	—	—	—
Cadiz	36½	36½	37	Calcutta	—	—	—
Bilbao	36	—	—	New York & Philad	46¼ 6	—	—

PRICES OF METALS.

		£	s.	d.
Copper, Brit.—Cake	ton	94	0	0
Tile	do.	92	0	0
Sheets	lb.	0	0	11
Bottoms	do.	0	1	0
Foreign—S. Am. dy. 8/6	cwt.			
ditto bd.	ton	78	0	0
Tin, Brit.—Blocks	cwt	3	18	0
Bars	do.	4	0	0
Plates, common I.C.		1	9	0 to 1 15 0
to best, per box.	I.X.	1	15	0 .. 1 19 0
	I.X.X.	1	19	.. 2 5 0
Waters of the above Mks. 2s. less, all others 4s. less.				
(Others in proportn.)				
Foreign—	Banca, bd.	cwt.	3	12 0
duty 5s.	Straits, bd.	cwt.	3	8 0
per cwt	Bars	bd. cwt.	4	4 0
Lead, Brit.—Pig		ton	17	10 0
Red		ton	18	10 0
Shot		ton	20	10 0
Red		ton	19	10 0
White (dry)		ton	23	0 0
Do. gd. in oil		ton	20	0 0
Litharge		ton	19	19 0
Foreign—Span. dy. 40s. per ton.				
Sheet	bd.	ton	17	5 0

		£	s.	d.
Iron, Brit.—Pig, No. 1	ton	5	10	0
Bar	ton	9	0	0 to 9 15 0
Do. Carg. in Wales	ton	8	15	0
Bolts	ton	10	5	0
Nail Rods	ton	10	15	0
Hoops	ton	12	0	0
Sheets, single	ton	13	0	0
(Others in proportion.)				
Foreign— Swedes, cn. bd.	ton	13	10	0
for Steel, (var.				
Duty 30s. per ton. wks.)	ton	16	0	0 to 35 0 0
Russian com.	ton	13	0	0
P.O.I.	ton	13	10	0
C.C.N.B.	ton	16	10	0
Steel, Brit.—Blistered, various qualit.	ton	23	0	0 to 45 0 0
Shear do. do.	ton	45	0	0 .. 84 0 0
Cast do. do.	ton	40	0	0 .. 84 0 0
Foreign— Swedes in kgs. bd.	ton	18	10	0
Duty 20 per cent. Do. Faggots bd.	ton	19	10	0
Milan	bd.	ton	24	0 0
Spelter, For.—Cakes dy. 3l. p. ton.				
Do. gd. in oil	bd.	ton	20	10 0
English Sheets			33	0 0
Quicksilver—dy. 1d. per lb.				
Bd.	lb.		0	3 10

TIDE TABLE.

HIGH WATER AT LONDON BRIDGE, for the week ending Dec. 27.

	Saturday.	Sunday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
Morning	2 6	2 58	3 46	4 31	5 17	5 57	6 44
Afternoon	2 35	3 20	4 7	4 54	5 37	6 21	7 2

PRICES OF SHARES.

BRITISH MINES.

No. of Shares	Name of Company.					
800	Anglesey	100	5	10	9 8	10
1,000	Ariana Iron & Coal Co.	50	24	..	..	—
4,000	Bisco Bridge	8	5	1	1 1	
8,000	Bisenovon	20	60	42	41 42	
10,000	British Iron	50	30	6	6 6	
1,000	Cariggan	..	10	4	4 4	
108	Copper Bottom	..	41	30	29 30	
2,000	Cornubian Lead Co.	..	84	4	3½ 3¾	
8,000	Cornwall Great United	12	9	1	1 1	1
1,800	Cuddra	10	6	6	6 6	
5,000	Dartmoor Consols	..	5	2	2 2	
10,000	Durham County Coal Co.	50	30	..	..	—
2,000	East Cornwall Tin, &c.	6	6	2	2 2	
2,560	East Wheal Strawberry	7	7	7	7 7	
1,200	East Mulberry Hills	24	30	1½	1 1	
4,000	English	20	120	2	1 2	
5,200	Great Wh. Prosper	25	71	6¾	6¾ 6¾	
4,000	Great Wh. Charlotte	24	24	24	3 3	
10,000	Hibernian	50	12	4½	4 4½	
1,000	Holmbush	100	34	32	31½ 31½	
2,000	Isle of Serk (Guernsey)	..	62	11	11 11	
12,000	Kellowerris	..	5	2½	2 2½	
600	Llwyndyisea	..	..	5	7½ 7½	
20,000	Mining Co. of Ireland	25	7	15	14 15	
6,000	Peruvian Consols	..	44	42	1¼ 1¾	
3,000	Polberow Consols	10	10	1	1 1	
6,800	Polbreen	..	5	4	2 2	
2,000	Relistian	..	..	..	6 7½ 7½	
5,000	Rednoor Consolidated	5	44	2	1½ 2	
10,000	Rhymney Iron	80	45	37	37 37	
8,000	St. Hilary	24	24	2	1 1	
800	South Towan	10	10	4	4 4	
4,000	Tregolian	5	24	1½	1 1½	
4,000	Treleigh Consols	5	4½	1½	1½ 1½	
5,100	Tamar Consols	5	3	2	2 2	
6,000	Tin Croft	10	64	4½	4 4	
198	Trevaskus	..	60	40	40 40	
4,000	Tretoll	..	1½	2½	2½ 2½	
4,000	United Hills	5	5	2	2 2½	
2,000	Wendron	8	8	3	3 3	
3,200	West Cork	50	50	..	..	—
8,000	Wh. Harm. & Montagne	10	10	2	1½ 12	
6,000	Wicklow Copper	5	5	5	5 5	
3,820	West Wheal Jewel	8	7	4	3½ 3½	
800	Wherry Mine	15	12	12	12 12	
20,000	Western Mining Assc.	3	1	..	..	—
5,000	Wheal Sisters	..	4	3	3 3	

FOREIGN MINES.

4,000	Alten Mining Company	15	12½	10	10 10	
10,000	Anglo Mexican Co.	100	100	8	13	
3,574	Do. Subscription	25	25	2½	2½ 2½	
2,000	Bolanos	150	150	80	75 80	
	Ditto Scrip	..	25	40	40 40	
10,000	Brasilian Imperial	55	20	19	19 19	
10,000	Bolivar	20	20	..	..	—
10,000	Ditto Scrip	10	10	..	..	—
10,000	Cata Branca } Brazilian	10	6½	8	8 8	
10,000	Conceiçao. } Co.	10	5	..	..	—
10,000	Candonga Mining Co.	20	7½	5½	5½ 5½	
	Ditto registered	20	7½	5	5 5	
12,000	Cobre Copper Company	40	40	35½	35½ 35½	
8,500	Colombian Co. regis.	55	55	7½	7½ 7	
1,500	Ditto, New	11	11	..	..	—
10,000	Copiapo Mining Co.	20	13½	9½	9½ 9½	
20,000	General Mining Association	20	10	8	8 8	
5,351	Mexican Company	60	56½	..	..	—
6,000	Mocautsa and Cocaes	25	25	11½	11½ 11½	
5,000	Minas Geraes	20	11	1	1 1	
2,000	New Granada	10	9	..	..	—
14,582	Real del Monte, regis.	544	534	7	7 7	
	Do. unregistered	544	..	5½	5½ 5½	
	Ditto Loan Notes	150	150	160	160 160	
2,560	Rio de Anori	..	24	..	..	—
11,000	St. John d'el Rey	20	14½	2½	1½ 2	
80,000	United Mexican	40	40	12	12 12	
	Red New Scrip	..	5	2½	2½ 2½	
	Black Scrip	..	2	4½	4½ 4½	
14,000	Zacatecas Mining Co.	5	3	..	..	—

RAILWAYS.

2,500	Aylesbury	20	17	..	..	—
6,300	Birmingham and Derby	100	80	57	57 57	
8,500	Birming. & Gloucester	100	70	31	30 31	
7,500	Birm. Brist. & Th. June.	20	18	8¾	8¾ 8¾	
660	Bolton and Leigh	100	100	61	61 61	
641	Ditto ¼ Shares	..	25	..	..	—
15,000	Bristol and Exeter	100	40	12	12 12	
1,172	Cant. & Whitstable	50	50	..	..	—
350	Cheltenham	100	100	1¼	1¼ 1¼	
5,000	Chester & Birkenhead	50	40	40	40 40	
5,000	Chester and Crewe	50	35	34½	34½ 34½	
3,500	Do Extension	50	3	3	3 3	
7,500	Chelten. & Gt. Western	100	37½	4	4 4	
14,000	Chelt. Oxford and Tring	100	5	6¼	6¼ 6¼	
2,000	Clarence	100	32	33½	33 33½	
6,000	Dublin and Drogheda	100	10	5	5 5	
	Dublin and Kingstown	..	80	70	70 70	
8,000	Dublin and Kilkenny	100	7½	3	3 3	
800	Durham Junction	100	100	..	..	—
7,500	Durham S. W. Junction	20	3½	..	..	—
2,040	Durham & Sunderland	50	50	40	40 40	
3,000	Deptford Junction	20	15	15	15 15	
60,000	Eastern Counties	25	18	5½	4⅝ 5	
5,000	Edinb. Leith & Newha.	20	20	4	4 4	
18,000	Edinburgh & Glasgow	50	20	10½	10½ 10½	
2,500	Forest of Dean	50	50	40	40 40	
12,500	Glasg., Paisley & Ayrsh.	50	25	21	21 21	
16,000	Glasg., Paisley & Green.	25	14	12	12 12	
16,318	Grand Junction	100	100	203	202 202½	
10,948	Do. New	..	30	76¾	76¾ 76¾	
10,000	Great North of England	100	45	20	20 20	
78,000	Great Western	100	65	59	58½ 59	
	Ditto New	50	20	16¼	14½ 16	
	Gosport Junction	50	15	14	14 14	
8,000	Gt. Leinster & Munster	100	..	..	..	—
8,000	Hull and Selby	50	35	22½	22½ 22½	
2,100	Leeds and Selby	100	100	70	70 70	
2,000	Leicester and Swaning.	50	50	34	34 34	
5,100	Liverpool & Manchester	100	100	185	185 185	
12,621	Do. ¼ Shares	25	25	46¼	46¼ 46¼	
7,978	Do. ¼ do.	50	40	27	27 27	
24,000	Lond. & Blackwall	25	15	12½	12½ 12½	
20,000	London and Greenwich	20	20	12½	12½ 12½	
	Ditto New	..	20	16½	16½ 16½	
25,000	London and Birmingh.	100	90	142	139 142	
25,000	Do. ¼ Shares	25	5	22½	21½ 22½	
	Do. New	52	16	36¾	36¾ 36¾	
14,000	London & Croydon Tr.	20	16½	9½	9¼ 9¾	
6,000	Do. Scrip	15	12½	15	14½ 15	
6,666	Do. (New Scrip)	20	20	3¾	3¾ 3¾	
20,000	London & Sth. Western	50	38¾	40	38½ 40	
16,000	Ditto New	25	20	40½	40½ 40½	
16,000	Lond. & Brighton	50	50	146	144½ 146	
12,000	London Grand Junction	50	5	..	..	—
2,000	Llanelly	100	27	23	23 23	
	Manchester & Sheffield	100	7	5	5 5	
14,000	Manchester and Chester	25	25	..	..	—
13,000	Manchester and Leeds	100	60	68¾	67½ 68	
40,000	Do. (New)	50	15	21	21 21	
10,000	Manchest. South Union	100	5	21¼	21¼ 21¼	
1,000	Manchester & Oldham	100	5	..	..	—
20,000	Manchester & Birming.	70	25	13	13 13	
15,000	Do. Extension	70	7	4	4¼	
3,600	Maryport & Carlisle	50	37	7	7 7	
10,000	Midland Counties	100	100	70	69½ 69½	
3,000	Newcastle and Carlisle	100	100	100	100 100	
12,000	North Midland	100	90	87	86 86	
12,000	Northern and Eastern	100	25	14	14½ 15	
600	North Union	100	100	62	62 62	
	Do. New	..	40	64½	64½ 64½	
2,000	Preston and Wyre	50	45	45	45 45	
2,500	Preston and Wigan	..	20	35	35 35	
	St. Helen's & Runcorn	100	100	..	..	—
1,500	Stanhope and Tyne	100	100	30	30 30	
1,000	Stockton & Darlington	100	100	..	..	—
1,000	Do. ¼ Shares	50	50	..	..	—
3,000	South Durham	50	24	2	2 2	
4,000	Sheffield & Rotherham	25	25	20½	20½ 20½	
28,000	South Eastern	50	15	14	14 14	
60,000	South Western (Steph.)	50	1	1	1 1	
8,000	Thames Haven	50	5	4½	4½ 4½	
5,300	Warrington & Newton	100	100	..	..	—
1,000	Westminster & Greenw.	50	2	1	1 1	
5,000	West Durham	100	10	4	4 4	
5,000	York & North Midland	50	20	40	39½ 40	

PRICES OF SHARES.

MISCELLANEOUS.

No. of Shares	Name of Company.					
10,000	Anglo Mexican Mint	10	10	11	11 11	
10,000	Anti Dry Rot	25	17½	6	6 6	
10,000	Asphalte (Claridge)	20	4	1	1 1	
10,000	Asphalte (U. S.)	20	2	1	1 1	
10,000	Assam Tea	50	5	4½	4½ 4½	
10,000	Australian Agricultur.	100	27½	44½	42½ 44½	
5,000	Brit. Rock & Patent Salt	50	35	12	12 12	
5,000	Bahia Steam	10	6	..	..	—
2,500	Bitumen Bastenne, &c.	20	3	1½	1½ 1½	
6,000	Brit. Americ. Land Co.	..	33	14	14 14	
20,000	Brit. Agricu. Loan Co.	105	5	..	..	—
6,000	Canada Company	100	32½	28½	28½ 28½	
200,000	Canada (Upper) Bonds			101½	101 101½	
	City Bonds, div. 4½	..	..	101	100 100½	
5,000	Eastern Coast of Central America [Deb.	20	18½	5¼	4¾ 4¾	
8,000	Droitwich Patent Salt	25	25	14½	14½ 14½	
2,500	Essex Marine Salt	20	8	..	..	—
1,000	Equitable Discount Co.	100	25	..	..	—
2,700	Equitable Rever. Soc.	100	40	41	41 41	
20,000	General Steam Navig.	15	14	24½	24½ 24½	
2,100	Hungerford Market	100	100	31½	31½ 31½	
	Hudson's Bay Stock	100	100	260	260 260	
10,000	India Steam Ship Co.	50	5	..	..	—
10,000	Irish Waste Land Co.	50	1	¼	¼ ¼	
8,000	Lond. Rever. Inter. Soc.	50	10	6	6 6	
1,000	London Corn Exchan.	..	..	25	25 25	
8,000	Lond. Caoutchouc Co.	12½	12½	12½	12 12½	
50,000	Lond. Equit. Loan Co.	10	2	..	..	—
5,000	London Cemetery Co.	20	15	10	10 10	
50,000	Mexican South Amer.	10	7	6	6 6	
	New Corn Ex.	..	37½	20½	20½ 20½	
	New Brunswick (Land	..	37	10	10 10	
10,000	Rio Doce	20	4	2½	2½ 2½	
2,754	Rever. Interest Society	100	100	133	133 133	
2,653	Ditto New	100	86	114	114 114	
2,000	Stotts Iron Foundry	50	40	53	53 53	
10,000	South Australian	25	14½	13	13 13	
10,000	Safety Carriage Co.	5	3	3¾	3 3¾	
4,000	Thames Tunnel	50	50	9½	9½ 9¾	
10,000	Van Dieman's Land	100	18	8½	8½ 8¾	

CANALS.

No. of Shares	Name of Company.					
1,780	Ashton and Oldham	98	98	119	7	Sept.
1,482	Ashby-de-la-Zouch	113	113	71	4	Oct.
720	Barnsley	100	160	275	14	July
1,200	Basingstoke	100	100	5	5	—
1,005	Brecknock & Abergav.	120	120	94½	5	—
8,000	Birming. 1-16th Shars	79¾	79¾	219	9¾	Dec.
4,000	Do. & Liverpool Junct.	100	100	26	..	—
477	Bolton and Bury	250	250	..	6	Jan.
743	Bridgwater & Taunton	100	100	70	3	Aug.
400	Chelmer & Blackwater	100	100	101	4	Jan.
16,000	Carlisle	..	21¼	..	..	—
500	Coventry	100	100	280	4	Nov.
1,500	Chesterfield	..	..	..	..	—
460	Cromford	100	100	340	2	July
4,546	Croydon	31¼	31¼	32	..	—
11,810	Do. Bonds	..	..	..	5	Oct.
20,000	Danube and Mayne	41¼	41¼	29	4	—
2,000	Dudley	100	100	100	4	Sept.
600	Derby	100	100	140	11	July
3,575	Ellesmere & Chester	123	133	80	4	Sept.
231	Erewash	100	100	200	6	Oct.
1,297	Forth and Clyde	400	400	600	30	July
11,600	Grand Junction	100	100	182	10	June
2,840	Grand Union	100	100	25	1	Oct.
1,500	Grand Surrey	100	100	..	..	Sept.
120,000	Do. (optional) Loan	100	100	63	4	Dec.
5,096	Grand Western	100	100	14	..	—
600	Glamorganshire	172	172	..	13	Sept.
1,900	Gloucester & Berkley	100	100	..	..	
289	Do. (optional) Notes	60	60	..	..	
749	Grantham	150	150	205	10	May
6,233	Huddersfield	57½	57½	36	2	Sept.
100	Kensington	100	100	10	..	—
25,328	Kennet and Avon	40	40	27½	1½	Sept.
11,690	Lancaster	47½	47½	20	1½	Mar.
2,907	Leeds and Liverpool	100	100	750	28	Nov.
187	Leeds & Liverpl. New	80	..	..	16	—
545	Leicester	140	140	230	13½	July
1,897	Leicester & Northam.	83¼	83¼	88	6	Dec.
550	Link. and Lose Un.	25	25	..	..	—
70	Loughborough	142½	142½	2250	102	July
	Manches., Bol. & Bury	..	78	664	..	—
2,409	Monmouthshire	100	100